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No. 619

THE HISTORY OF FLIGHT

A DESCRIPTIVE CATALOGUE OF

BOOKS, ENGRAVINGS
AND AIRMAIL STAMPS

ILLUSTRATING THE EVOLUTION OF THE

AIRSHIP AND THE AEROPLANE



MAGGS BROS. Ltd.

34 & 35 CONDUIT STREET
LONDON, W.1

At Paris: Maggs Bros. 93 & 95 Rue La Boétie

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THE FLYING MEN.
From Goya's *Los Caprichos*, Madrid, 1864.
See No. 278.

No. 619

1936

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MAGGS BROS. Ltd.

BOOKSELLERS BY APPOINTMENT TO HIS MAJESTY KING GEORGE V
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At Paris: Maggs Bros., 93 & 95 Rue La Boétie.

PRINTED IN GREAT BRITAIN
BY THE
COURIER PRESS
LEAMINGTON SPA
AND LONDON

AERONAUTICS

PART I. BOOKS.

[arranged in chronological order]

[1] SÜETONIUS (Tranquillus). VITAE XII. CAESARUM.

Small folio. *Old calf*, [Treviso, Johannes Rubeus], 1480. £20

Suetonius describes a spectacle given before Nero (A.D. 57) which included a flying man; unfortunately "Icarus, upon his first attempt to fly, fell on the stage close to the emperor's pavilion and bespattered him with blood." Hain 15119. See also Hodgson's *History of Aeronautics*, p. 6.

[2] LUCIAN. ICAROMENIPPUS, seu Hypernephelus (in Greek and Latin).

8vo. *Old calf (rebacked)*. Basle, 1524. £10

Contains the first story of a Flying Man.

[3] BACON (Roger). DE MIRABILI POTESTATE ARTIS ET NATVRAE.

FIRST EDITION. Sm. 4to. *Vellum*. Paris, Simon de Colines, 1542.

£48

"Flying," see folios 42. The rare First Edition.

"Roger Bacon was probably the first Englishman to write on the subject in any mechanical or scientific sense—certainly his are the oldest extant speculations. . . . In 'The Secrets of Art and Nature' (written about 1250), he sought—to quote the translation in the Oxford volume of *COMMEMORATION ESSAYS ON ROGER BACON*, 1914—to 'demonstrate the inferiority and indignity of magical power to that of Nature and Art,' by discoursing 'on such admirable operations of Art and Nature as have not the least magick in them.' Dealing first 'of such Engines as are purely artificial,' he says it is possible to make a chariot move 'with an inestimable swiftness . . . and this motion to be without the help of any living creature.'

"Then follow two short passages of great interest in the early annals of aeronautics, if only by reason of their appearance in the thirteenth century. They occur in the chapter 'Of Admirable Artificial Instruments,' and may be quoted in the quaint language of an early English translation. 'It's possible,' wrote Bacon, 'to make Engines for flying, a man sitting in the midst thereof, by turning onely about an Instrument, which moves artificial Wings made to beat the Aire, much after the fashion of a Bird's flight.' Having described other mechanical devices, Bacon states that all of them have been actually constructed, with the notable exception of 'only that instrument of flying, which I never saw or know any who hath seen it, though I am exceedingly acquainted with a very prudent man, who hath invented the whole Artifice.'" (Hodgson's *History of Aeronautics*, pp. 68-69).

[4] GRAFTON'S ABRIDGEMENT OF THE CHRONICLES OF ENGLAND TO 1570.

12mo. *Old calf*. London, 1570. £4 4s

Containing a History of Bladud, the flying King of Bath, 852 B.C.

The beginnings of aeronautical history in Great Britain open with the legend of the winged flight . . . of Bladud. This story of the mythical tenth King of Britain was first printed in 1508 in Geoffrey of Monmouth's History. See also Hodgson's *History of Aeronautics*, p. 53.

(Title defective).

[5]

MAGGS BROS. LTD. LONDON

- [5] FABYAN (Robert). THE CHRONICLE OF FABIAN, whiche he nameth the concordance of Histories, newly perused. And continued from the beginning of Kyng Henry the seventh, to the ende of Queene Mary.

Titles within woodcut borders. BLACK LETTER. Both parts.

Thick small folio. *Russia (rebacked).*

London, John Kyngston (1559).

£15 15s

"The story of king Bladud was first given in English in Fabyan's chronicle: 'This Bladud as affermeth y foresayd Auctor Gaufride, taught this lore of Negromancy through his Realme. And fynally toke in it suche pryde & presumption that he toke upon hym to flie into y ayer but he fyll upon the temple of his god Appolyn (in the City of Trinovantum, i.e. London), and thereon was all to torne when he had ruled Brytayne by the space of XX yerres leavyng after hym a sone named Leyr.'" (See Hodgson's *History*, pp. 53-54).

S.T.C. 10664, three copies listed. Top and inner margins of title repaired. From the accession of Richard I this work takes the form of a London chronicle, and as such it has considerable importance.

- [6] NICETAS ACOMINATUS CHONIATES. SECRETORUM HISTORIA.

4to. *Old calf. Apud Haeredes Eustathij Vignon, 1593.*

£6 6s

The author (d. 1216) on page 33 described the aviation attempt of Agareus or Agareus Icarus at Constantinople before the Sultan. This is the *basis* of the account given by Knolles in his "History of the Turkes," see Nos. 10 and 13 of this catalogue.

- [7] REMIGIUS (N.). DAEMONOLATREIA.

Small 8vo, *or. vellum. Cologne, 1596.*

£8 8s

This rare book is quoted by H. G. de Rozier in his monograph; in letter 1, p. 147 the author discusses the power of Demons to rise in the air by the use of vapours.

- [8] HIGGINS (John). A MIRROR FOR MAGISTRATES: Being a true chronicle historie of the untimely falles of such unfortunate Princes and men of note, as have happened since the first entrance of Brute into this Island, untill this our latter Age. Newly enlarged with a last part, called A Winter Nights Vision, being an addition of such Tragedies, especially famous, as are exempted in the former Historie, with a Poem annexed, called Englands Eliza.

Thick small 4to. *Old russia, g.e.*

London: Imprinted by Felix Kyngston, 1610.

£18 18s

The final revised edition: The two verse dedications by Richard Nicols, which are often wanting, have been supplied from a slightly smaller copy.

"A freely imaginative and interesting conception of Bladud's disastrous attempt to fly is given in the above book, where the king is made to recite 'howe he practizinge by curous arts to flye, fell and brake his necke.' Through the poet's imagination Bladud, having related his journey to Athens points a warning to others (in accordance with the scheme of the book) in the fatal outcome of his vain and foolish aspiration to achieve fame by flying." (See Hodgson's *History*, p. 54).

- [9] BURTON (Robert). THE ANATOMY OF MELANCHOLY: what it is. With all the kindes, causes, symptomes, prognosticks, and severall cures of it. In three maine partitions, with their severall Sections, Members, and Sub-sections. Philosophically, Medicinally, Historically opened and cut up, By Democritus, Junior.

The Second Edition, corrected and augmented by the author.

[FIRST EDITION IN FOLIO]. Folio. Calf. Oxford, Printed by John Lichfield and James Short: for Henry Cripps, 1624. £21

"Burton refers to the 'aerial progress' which the Turk (as recorded by Busbequius) made his fellow-citizens in Constantinople believe he would perform, only to dismiss the incident in the 'cynical phrase' (as Wilkins called it) 'that some new-fangled wits, methinks, should some time or other find out' the art of flying." (See Hodgson's *History*, p. 81).

- [10] KNOLLES (R. Adam). THE GENERALL HISTORIE OF THE TURKES. Together with the Lives and Conquests of the Othoman Kings and Emperours.

With engraved title and portraits.

Fourth Edition. Folio. Original calf (back repaired).

London, Adam Islip, 1631.

£4 4s

The account of a Turkish "Glider" on his venture, and death is taken from Nicetas. (Title-page neatly repaired).

THE EARLIEST REPRESENTATION OF KITE-FLYING IN ENGLAND.

- [11] BATE (John). THE MYSTERIES OF NATURE AND ART. In foure severall parts. The first of Water works. The second of Fire works. The third of Drawing, Washing, Limming, Painting, and Engraving. The fourth of sundry Experiments.

With engraved portrait of Bate by Gifford, title in red and black with an engraved border, and numerous woodcuts in the text representing water-wheels, curious fire-works, pumps, fire-balloons, etc. etc.

The Second Edition, with many additions unto every part. (Lacks 1 leaf, Q.4).

Small 4to. Original calf. Printed for Ralph Mabb, 1635.

(SEE ILLUSTRATION OVERLEAF).

£7 10s

On p. 117, "how to make flying dragons." See Hodgson's *History*, pp. 368-370.

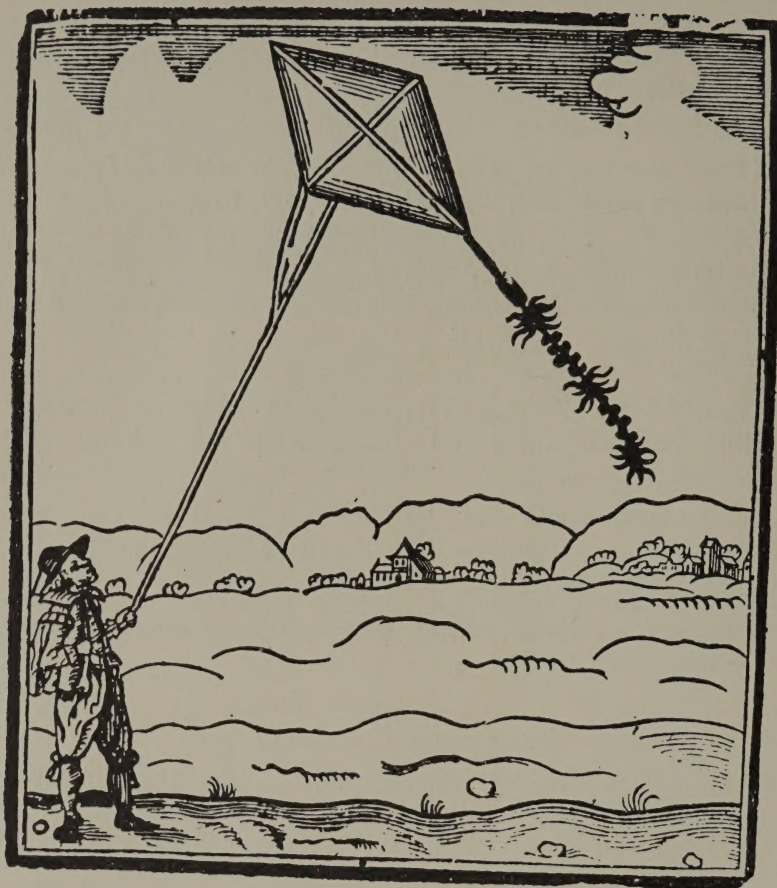
The best edition, of which the S.T.C. records four copies.

- [12] GROTIUS (Hugo). POEMATATA [edited by his brother William.]

12mo. Original calf. Leyden, 1637.

£2 2s

Contains "Iter Currus Veliferi," a poem on Stevinus' Flying Chariot. Pereskious stayed with Hugo Grotius at the Hague when he travelled in the Flying Chariot in 1606.



THE EARLIEST REPRESENTATION OF KITE-FLYING IN ENGLAND.
from
BATE (JOHN). *The Mysteries of Nature and Art.*
See No. II.

CHARLES I's COPY.

[13] KNOLLES (Richard). *THE GENERALL HISTORIE OF THE TURKES.*
Together with the Lives and Conquests of the Othoman Kings and
Emperours.

Engraved title and portraits.

Thick folio. *Original calf.* KING CHARLES THE FIRST'S COPY, *with
his Arms in gold on sides (joints repaired).* London, A. Islip, 1638.

£15 15s

The account of a Turkish "Glider" on his venture and death given by Knolles is
taken from Nicetas.

FORBIDDEN BY THE POPE.

- [14] WILKINS (John, Bishop of Chester). *THE DISCOVERY OF A WORLD IN THE MOONE. Or, A Discourse tending to prove that 'tis probable there may be another habitable World in that Planet.*

SCARCE FIRST EDITION. 12mo. *Calf.*

London: E. G. for Michael Sparke and Edward Forrest, 1638. £6 6s

This scarce little work was forbidden by Papal Decree, April 25, 1701. Wilkins obtained several hints for his work, from the notable "Man in the Moone" (1638) by Bishop Francis Godwin. There can be little doubt that the hero of Robert Paltock's "Peter Wilkins" derived his name from our author.

"The writings of Bishop Wilkins were amongst the earliest printed works in which the "Art of Flying" was theoretically considered as a scientific problem . . . These novel ideas made a deep impression on his own age. Broadly speaking, Wilkins dealt with winged flight after the manner of birds, and . . . suggested that it might be possible to use both legs and arms. But his ideas went beyond the mere conception of human flight, and in discussing the possibilities of making a 'flying chariot,' he raised questions as to the relative length and breadth of the wings, the weight and necessary strength thereof, as well as the need of control, and he even ventured so far as to suggest the use of mechanical power." (Hodgson's *History*, p. 10).

Margin of last leaf repaired, not, however, affecting the text. Slight stains.

- [15] SWAN (John). *SPECULUM MUNDI, or a glasse representing the face of the World.*

Small 4to. *Half calf. Cambridge, R. Daniel, 1643. £4*

Early meteorological book with an explanation of Flying Dragon, etc.

- [16] CRISPOLTI (Cesare). *PERUGIA AUGUSTA.*

Small 4to. *Old vellum. Perugia, 1648. £6 10s*

An account of Giovanni Battista Danti's, the mathematician of Perugia, alleged flight over the lake of Trasimeno in Umbria in 1490.

- [17] BIEDERMAN (J.). *UTOPIA.*

12mo. *Calf. Cologne, 1649. £2 10s*

In this Utopia there are the following interesting features:—A tragic demonstration of a flight by an aviator; and an air combat in which a flying dragon is engaged.

- [18] GAFFAREL (James). *UNHEARD-OF CURIOSITIES.* Translated from the French by Edmund Chilmead.

Small 8vo. *Old calf. London, Printed for G. D., 1650. £2 10s*

Mentioning the art of flying and giving also an account of Archytas of Tarentum (fl. 400 B.C.) and his "flying pigeon."

[19] STRADA (F.). DE BELLO BELGICO.

With 2 frontispieces, one folding-map and 24 engraved portraits.

2 vols. 12mo. *Calf.*

Juxta exemplar Rome, apud Haeredes Francisci Corbelletti 1653-1658.

Gives an account of inventions by Turrianus.

£3 3s

[20] WECKER (J.). DE SECRETIS.

Small 8vo. *Old calf. Basle*, 1662.

£2

On pp. 650-1 there is a description of *Draco volans*.

[21] GLANVILLE (Joseph). SCEPSIS SCIENTIFICA, or confest ignorance, the way to Science.

Small 4to. *Half morocco. London*, 1665.

£4

In this book comes the interesting reference to flight, prophetically comparing "a pair of wings" with a "pair of boots":—"To them that come after us it may be as ordinary to buy a pair of wings to fly into remotest regions as now a pair of boots to ride a journey." (See Hodgson's *History*, pp. 82, 399).

[22] BECKER (J. J.). ACTORUM LABORATORII CHYMICI MONACENSIS, SEU PHYSICAE SUBTERRANEAE, LIBRI II.

With frontispiece.

Small 8vo. *Calf. Frankfort*, 1669.

£4

Dealing with inflammable air and gases lighter than air.

[23] LANA (Francesco de). PRODROMO OVERO SAGGIO DI ALCUNE INVENTIONI NUOVE PREMESSO ALL' ARTE MAESTRA PER MOSTRARE LI PUI RECONDITI PRINCIPII DELLA NATURALE FILOSOFIA, riconosciuti con accurata Teorica nelle piu segnalate inventioni ed isperienze fin' hora ritrovate dagli scrittori di questa materia & altre nuove dell' autore medesimo.

With 20 full-page plates including the famous original copperplate engraving of the "aerial ship."

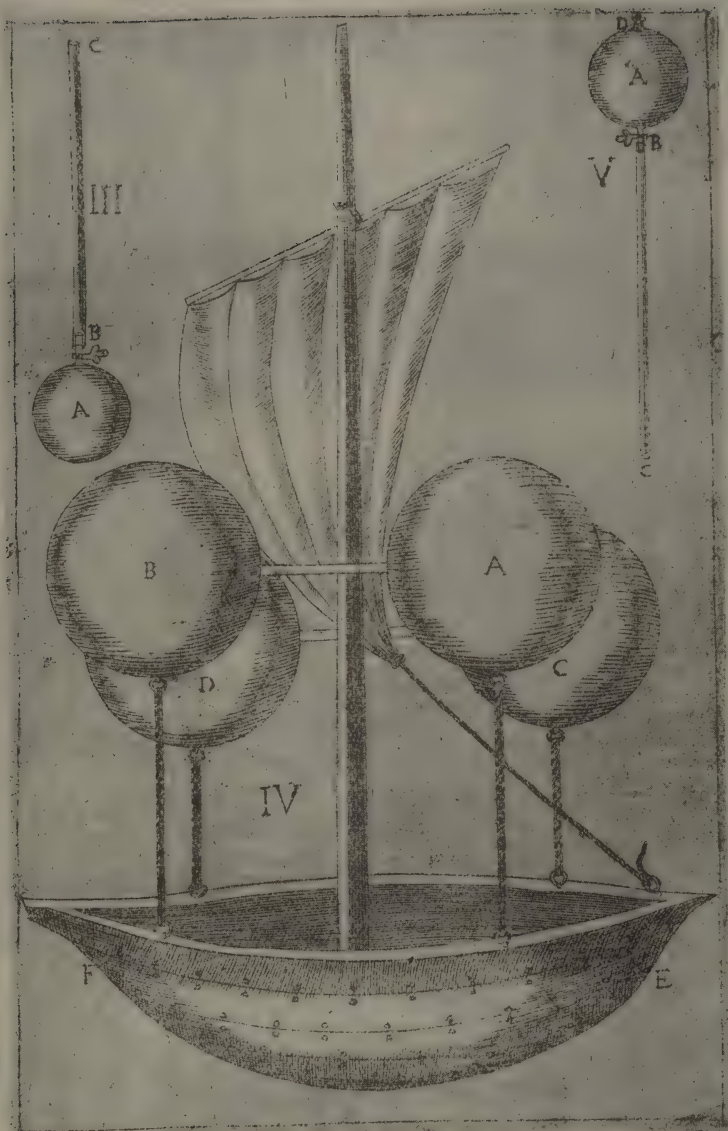
Folio. *Old calf.*

Brescia, 1670. (SEE ILLUSTRATION OPPOSITE.)

£16 16s

This renowned work contains the famous chapter on the construction of the flying ship with copper spheres from which the air had been pumped out.

"The first definite project of an aerostatical character was the well-known "Flying-Boat" of the Jesuit Francesco de Lana-Terzi. His ideas being to lift a boat-shaped car into the air by means of the ascensive power of four large globes of very thin copper, from which the air had been wholly extracted, and which, weighing (as Lana calculated) less than the surrounding air they displaced, would therefore float in it The impossibility of making globes of sufficient size and lightness, combined with strength to withstand atmospheric pressure was conclusively demonstrated by Hooke, Borelli, Leibnitz, and others, and the 'Flying Boat' survived merely as an original but impracticable notion of aerial navigation on the aerostatical principle." (Hodgson's *History*, pp. 12-13).



LANA'S AIR-SHIP from
 LANA (F. DE). *Prodromo, ovvero Saggio di alcune
 Inventioni Nuove.* Brescia, 1670.
 See No. 23.

- [24] BACON (Sir Francis). *SYLVA SYLVARUM*, or A Natural History, in ten centuries whereunto is newly added, The History Natural and Experimental of Life and Death, or of the Prolongation of Life.

Whereunto is added *Articles of Enquiry*, touching *Metals* and *Minerals*. And the *New Atlantis*. As also the *Life* of the Right Honourable *Francis Bacon*, never added to this book before.

With engraved portrait and title.

Ninth and Last Edition, with an Alphabetical Table.

Folio. Orig. calf. London: J. R. for William Lee, 1670. £2 2s

"In the *Sylva Sylvarum* are two paragraphs, the more interesting of which, entitled 'Experiment solitary touching Flying in the Air' may be quoted at length: 'It is reported that amongst the Leucadians, in ancient time, upon a superstition, they did use to precipitate a man from a high cliff into the sea; tying about him with strings, at some distance, many great fowls; and fixing unto his body divers feathers, spread, to break his fall. Certainly many birds of good wing (as kites, and the like) would bear up a good weight as they fly; and spreading of feathers thin, and close and in great breadth, will likewise bear up a great weight; being even laid, without tilting upon the sides. The further extension of this experiment for flying may be thought upon.' (See Hodgson's *History*, p. 69).

- [25] BUTLER (Samuel). *HUDIBRAS*. The First and Second Parts. Corrected and Amended, with Several Additions and Annotations. London: T. N. for John Martyn and Henry Herringman, 1674. *HUDIBRAS*. The Third and Last Part. Written by the Author of the First and Second Parts. FIRST EDITION. London: for Simon Miller, 1678.

Bound together. Small 8vo. Contemporary calf.

London, 1674-8. £7 10s

Curiously enough it is as a fire-work that Butler—in ridiculing the prognostications adduces from the appearance of comets—introduces the word [KITE] in *Hudibras*, 1664, when he describes how:

*It happen'd as a boy, on night,
Did fly his tarcel* of a kite;*

*His train was six yards long, milk-white,
At th' end of which there hung a light,
Inclosed in lanthorn made of paper . . .*

* A young hawk

which Sidrophel; (personifying the astrologer, William Lilly) is absurdly made to mistake for a comet, and from its sudden fall—on the breaking of the string—to adduce a 'horrible and fearful portent.' This quotation is given in the *Oxford Dictionary* as the first illustration of the use in this sense of the word KITE." (See Hodgson's *History*, p. 370).

- [26] FUENTE LA PENA (Antonio de). *EL ENTE DILUCIDADO*. Discurso unico novissimo que muestra ay en naturaleza animales irracionales invisibles y quales sean.

With engraved frontispiece.

FIRST EDITION. 4to. Original vellum. Madrid, 1676. £2 1

An extraordinary book, in which two long chapters are devoted to a discussion on the possibilities of flying. Chapter V is entitled "Si los duendes pueden naturalmente elevarse en el aire y sostenerse en el," and Chapter VI "Si el hombre puede artificiosamente volar." See also Diaz Arquer's "*Historia de la aeronautica en España*," 1930.

- [27] WILLUGHBY (Francis). THE ORNITHOLOGY of Francis Willughby of Middleton in the County of Warwick, Esq., Fellow of the Royal Society. In Three Books. Wherein All the Birds hitherto known, Being reduced into a Method suitable to their Natures, are accurately described. Translated into English, and enlarged with many Additions throughout the whole Work. To which are added, Three Considerable Discourses: I. Of the Art of Fowling. II. Of the Ordering of Singing Birds. III. Of Falconry.

Illustrated with 80 fine engraved plates of birds, including the two plates of Bird Netting.

FIRST EDITION IN ENGLISH. Folio. *Original calf (repaired).*

London, A. C. for John Martyn, 1678.

£5 5s

"If it be possible for Man to fly it is thought by them who have curiously weighed and considered that matter that he, that would attempt such a thing with hope of success must so contrive and adapt his wings that he may make use of his legs and not his arms in the managing of them."

- [28] KIRCHER (S.). PHYSIOLOGIA Kircheriana experimentalis.

With engraved frontispiece.

FIRST EDITION. Folio. *Old calf. Amsterdam, 1680.*

£8

On pp. 241-7 deals with The Flying Dragon, with engraving thereof.

- [29] WILKINS (John, Bishop of Chester). MATHEMATICALL MAGICK; or The Wonders that may be performed by Mechanicall Geometry. Concerning Mechanicall Powers and Motions. In Two Books.

Engraved portrait and numerous illustrations.

Small 8vo. *Fine copy in original calf, gilt back.*

London, for Edw. Gellibrand, 1680.

£3 3s

In the second book, chapters VI to VIII deal with "*Volante Automata*," "*The Art of Flying*," and "*The possibility of a Flying Chariot*." In these chapters Wilkins deals fully with the possibilities and means of flight.

See Hodgson's *History*, pp. 70-75.

FORBIDDEN BY THE POPE.

- [30] WILKINS (John). A DISCOVERY OF A NEW WORLD, or a discourse tending to prove that 'tis probable there may be another habitable world in the Moon, with a discourse concerning the probability of a passage thither.

With engraved frontispiece.

The Fourth Edition, corrected. Small 8vo, *original calf, rebounded.*

London, 1684.

£5 5s

See note to No. 14 of this catalogue.

- [31] [BURTON (R.).] A VIEW OF THE ENGLISH ACQUISITIONS IN GUINEA AND THE EAST INDIES.

With frontispiece and 3 plates.

FIRST EDITION. 12mo. *New half calf. London, 1686.* £8 8s

This contains what is probably the third appearance of the "Voyage to the Moon," by Dom Gonsales (i.e. Bishop Francis Godwin), (see p. 74), first printed in 1638 and afterwards 1657.

This is no doubt the first edition of Burton's Chap Book, according to Lowndes.

- [32] STANLEY (Thomas). THE HISTORY OF PHILOSOPHY.

With portrait.

Second Edition. Folio. *Or. calf (rebacked). London, 1687.* £5 10s

Giving an outline of the views of the earliest philosophers upon the problems of the Air.

- [33] BEHN (Mrs. Aphra). A DISCOVERY OF NEW WORLDS. From the French. Made English by Mrs. A. Behn. To which is prefixed a Preface, by way of Essay on Translated Prose; wherein the Arguments of Father Tacquet, and others, against the System of Copernicus (as to the Motion of the Earth) are likewise considered, and answered: wholly new.

FIRST EDITION IN ENGLISH. First Issue. 8vo. *Original calf (repaired). London, for William Canning, 1688.* £3 15s

"The book is an astronomical treatise cast in the form of a dialogue between the philosophical author and a certain quick-witted Countess D - - s. The discussion turning on the possibility of flying to the moon, the philosopher suggests that such an achievement may prove no more surprising than did Columbus's ocean crossing in ships appear to the native 'Americans,' who themselves knew of nothing better than floating on the water in hollowed tree trunks. Being interrupted by his impatient though charming companion, with the remark that such ideas are mere 'raving,' the philosopher calmly replies that 'there is somewhat more than Fancy, when it hath been already practis'd, for several have found the secret of fastening Wings, which bear them up in the Air, and from Steeple to Steeple.' Proceeding in terms of studied moderation, he admits that he cannot say indeed they have yet made an Eagles Flight, or that it doth not cost now and then a Leg or an Arm to one of these new Birds; but they may serve to represent the first Planks that were Launch'd on the Water . . . The Art of Flying is but newly invented, it will improve by degrees, and in time grow perfect; then we may fly as far as the Moon.' Unconvinced by her mentor's prognostications, and doubtless realizing the dangers suggested could not be confined to arms and legs, the countess retorts that, 'were you to live a thousand ages, I can never believe you will fly, but you must endanger your neck.'" (See Hodgson's *History*, pp. 82-83).

- [34] DECKER (J. H.). SPECTROLOGIA.

With frontispiece.

12mo. *Or. calf. Hamburg, 1690.* £4

This contains an account of Flying Dragons. There is a bibliography in which allusion is made to the rare tract of Reyher in 1669, *Dissertatio de Aire*.

- [35] LA LOUBERE (de). DU ROYAUME DE SIAM.

2 vols. Small 8vo. *Old calf. Amsterdam, 1691.* £4

Dealing with the Parasol Parachute and Kites.

One of the earliest histories of a parachutist.

- [36] WILKINS (Bishop). *MATHEMATICAL MAGICK*, or the wonders that may be performed by Mechanical geometry.

The Fourth edition. Small 8vo. *Original calf (rebacked)*.

London, 1691.

£2 2s

See note to No. 29 of this catalogue.

- [37] DIODORUS. *THE HISTORICAL LIBRARY OF DIODORUS THE SICILIAN*, made English by G. Booth.

Folio. Old calf (rebacked). London, 1700.

£2 15s

See Chapter V. for description of Daedalus' flight into Sicily.

"EST IMPOSSIBLE UT HOMINES PROPRIIS VIRIBUS ARTIFICIOSE VOLARE POSSINT."

- [38] BORELLI (J. A.). *DE MOTU ANIMALIUM*.

With frontispiece and folding plates.

2 vols. in 1. Small 4to. *Calf. Leyden, 1710.*

£6 10s

"If the cumulative effect of repeated failures to achieve flight were greatly discouraging, it is even more probable that the dissemination of the view expressed by Borelli in his learned work, *De Motu Animalium*, must have seemed to render all hopes utterly futile—in that author's own words, "the Icarian invention is entirely mythical because impossible." Though Borelli's explanations of bird flight are vitiated by the errors common in his day, particularly in the importance attached to the downward flap of the wings, his conclusions (based for the most part on careful observations on the habits and movements of birds) afforded a reasoned refutation of the practicability of winged flight by man, owing to wholly insufficient strength in the pectoral muscles. Borelli's dogmatic statement, supported by the greater scientific authority of Leibnitz, carried widespread assent." (See Hodgson's *History*, p. 11).

- [39] BORDELON (Abbé). *GOMGAM* ou l'homme prodigieux, transporté dans l'air etc.

With 8 plates.

Second edition. 2 vols. 12mo. *Old calf. 1712.*

£16 16s

L.W. No. 959. "Le héros de ce curieux ouvrage, publié sous le pseudonyme de Titetutefnosy, va visiter les nuages et l'arc-en-ciel à cheval sur une flèche d'or qui lui a été donné par un magicien." Tissandier.

- [40] SWIFT (Jonathan). [*GULLIVER'S TRAVELS*]. *Travels into several Remote Nations of the World. In Four Parts. By Lemuel Gulliver, First a Surgeon, and then a Captain of several ships.*

With engraved portrait and plates.

FIRST EDITION. FIRST ISSUE OF THE TEXT. 2 vols. 8vo. *Original calf (repaired). London, for Benj. Motte, 1726.*

£105

Very rare with the first issue of the text.

"It is said that Swift derived from Godwin's *Man in the Moone* the idea of the 'Flying Island' in *Gulliver's Travels*." (See Hodgson's *History*, p. 60).

- [41] SWIFT (Jonathan). TRAVELS INTO SEVERAL REMOTE NATIONS OF THE WORLD.

With engraved portrait of Gulliver by Sheppard, maps, etc.

SECOND EDITION. With continuous pagination. 2 vols. 8vo. *panelled calf, gilt backs (morocco slip case).*

London: for Benj. Motte, 1726.

£10 10s

See note to No. 40 of this catalogue.

- [42] BRUNT (Captain Samuel *pseud.*). A VOYAGE TO CACKLOGALLINIA, with a description of the religion, policy, customs, and manners of that country.

With frontispiece showing the author being carried through the air in an aerial palanquin borne by four uniformed cocks.

8vo. *Calf (rebacked).* London, J. Watson in Black-Fryers, 1727.

£7 7s

A very rare Utopian account of flying.

"This work recounts adventures among a race of 'bird-men' and narrates a voyage to the moon. There are also traces of ideas from Wilkins. A frontispiece shows the voyager conveyed through the air in a 'palanquin,' supported by four large birds." (See Hodgson's *History*, p. 60).

- [43] THE DEVIL TO PAY AT ST. JAMES.

The Second Edition. Small 4to. *New boards.* London, 1727.

£2 2s

Contains a note about the Flying Man. The aeronaut says he will fly from London to York in one hour!

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- [44] FONTENELLE (De). OEUVRES DIVERSES. Nouvelle édition, augmenté et enrichie de figures gravées par Bernard Picart le Romain.

A Large Paper Copy with the borders to each page.

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- [45] POPE (Alexander). THE DUNCIAD VARIORUM. With the Prolegomena of Scriblerus.

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FIRST VARIORUM EDITION, FIRST COMPLETE EDITION of the First Three Books, and the FIRST EDITION IN WHICH POPE ACKNOWLEDGES HIS AUTHORSHIP. 4to. *Fine copy, bound at the Club Bindery in full brown morocco gilt, g.e.* London, A. Dod, 1729.

£9 15s

The Beverley Chew copy.

See note to No. 46.

- [46] POPE (Alexander). *THE DUNCIAD*, an Heroic Poem. In Three Books.
With the Owl frontispiece. Second Edition.
Dublin, Printed; London, Re-printed for A. Dodd, 1728.

A COMPLEAT KEY TO THE DUNCIAD.

London, for A. Dodd, 1728.

Together, in one volume. 12mo. *Original calf.* £28

The Dunciad is the "D" variety of Thom's list, and No. 5 of Wise. The "Compleat Key" (written by Edmund Curll) is the First Edition.

"Pope's lines in the Dunciad,

*The head that turns at super-lunar things,
 Pois'd with a tail, may steer on Wilkins' wings,*

are directly satirical of the bishop's twofold theme of a lunar world and the possibility of flying there." (See Hodgson's *History*, p. 81).

- [47] LOCKE (R.). *THE LONGITUDE.* *With a plate.*

THE TOUCHSTONE.

Together in 1 volume. 12mo. *Boards.* *London, 1732.* £4

Contains a chapter on sailing in the Air.

- [48] Suetonius. *LIVES OF THE TWELVE FIRST ROMAN EMPERORS.* In Latin and in English. Translated by John Clarke.

8vo. *Old calf.* *London, 1732.* £2

See note to No. 1 of this catalogue.

UNCUT COPY.

- [49] JOHNSON (Samuel). *THE RAMBLER.* The original 208 numbers, with title-page to each volume, list of contents and "Mottoes."

2 vols. Thick folio. *Sprinkled calf, edges entirely uncut.*

London, 1753 (1750). £95

Rare in uncut state.

"Johnson's earliest reference to Aeronautics is in the 199th number of the Rambler, which appeared in February, 1752, and in which an imaginary correspondent, signing himself 'Hermeticus' is made to say that among other adventures he had twice dislocated his limbs and once fractured his skull in essaying to fly. A note on this passage in Murphy's edition of the Works states, 'we are informed that Johnson once lodged in the same house with a man who broke his legs in a daring attempt to fly.'" (See Hodgson's *History*, p. 65).

- [50] JOHNSON (Samuel). *THE RAMBLER.* The original 208 numbers, bound in 2 vols., with general title in Vol. I.

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THE FIRST INSTANCE OF THE MENTION OF BALLOONS

[50a] [GALIEN (R. P. Joseph).] MÉMOIRE TOUCHANT LA NATURE ET LA FORMATION DE LA GRÊLE ET DES AUTRES MÉTÉORES QUI Y ONT RAPPORT, AVEC une conséquence ultérieure de LA POSSIBILITÉ DE NAVIGER DANS L'AIR À LA HAUTEUR DE LA REGION DE LA GRÊLE. Amusement physique et géométrique. Par un Ancien Professeur de Philosophie de l'Université d'Avignon.

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(SEE ILLUSTRATION OPPOSITE).

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THE ENGLISH AND GERMAN AIRMEN,
from
R. O. Cambridge's Scribleriad.
London, 1751.
See No. 51.

- [51] CAMBRIDGE (Richard Owen). THE SCRIBLERIAD: AN HEROIC POEM.
In six Books.

With frontispiece and six engraved plates (one depicting an aerial combat between an Englishman and a German).

4to. Original calf (joints weak). London, R. Dodsley, 1751.

SEE ILLUSTRATION OPPOSITE.

£2 2s

"An imaginative description of winged or mechanical flight which has the distinction of being inspired by the alleged achievement of Besnier in 1678; appeared in 1751 in *The Scribleriad*, by Richard Owen Cambridge (1717-1802), of some repute as a writer and a friend of Dr. Johnson. Written in mock-heroic verse, the poem was intended to ridicule the prevailing errors of learning and false taste. Incidentally the 'flying' incident affords a strange prophetic parallel to (or suggests a perverse similitude of) the more heroic aerial encounters of the Great War.

"The Englishman, with diminutive fan-shaped wings—of which it can only be said that they are adequate to the impression conveyed in the text by the breaking of a string—is clutching in distress at the legs of his German rival. The flying apparatus of the latter was (as the author acknowledged) simply copied from the figure of Besnier's 'Engine for Flying,' which accompanied Hooke's contemporary account of the exploit." (See Hodgson's *History*, p. 61-62).

- [52] PALTOCK (Robert). LES HOMMES VOLANS OU LES AVENTURES DE
PIERRE WILKINS. [Translated by P. F. de Puisieux.]

With numerous engravings, one folding.

FIRST FRENCH EDITION. 3 vols. Small 8vo. Calf.

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(SEE ILLUSTRATION OVERLEAF).

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"Of the author, Robert Paltock, whose fame lives solely by reason of his novel, hardly more is known than that he lived some years in Clement's Inn, and on his death in 1767 was buried at Ryne Intrinica, in Dorset. Published anonymously, the authorship of '*Peter Wilkins*'—a title probably suggested by the patronymic of the author of '*Mathematical Magick*'—remained unknown till 1835, when Paltock's name was revealed by the discovery of the original agreement for the sale of the manuscript to Robert Dodsley, the publisher. The character of the story recalls that greater achievement in the literature of shipwreck and adventure, *Robinson Crusoe*."

"In the course of his adventures in Doorpt Swangeanti—'the land of flight'—Peter, called upon to defend the kingdom against rebels, commands the 'glums' (flying men) to bring cannons, powder, and shot from his wrecked ship—an achievement which induces the reflection that were his own countrymen able to adopt this aerial method of military transportation 'the whole world would not stand before us.' On being attacked by the van of the rebel army—'consisting of about five thousand men, who flew in five layers, one over another'—Peter in the character of the first aircraft gunner, fires at close range with such effect as to bring down about 300 of the enemy. Finally he completes the discomfiture of the enemy's aerial hosts by firing again with the cannons, with the result, he says, 'they fell so thick about me, that I had enough to do to escape being crushed to death by them'—a contingency which adds unthought-of horrors to recent highly coloured conceptions of vast aerial operations in the next war." (See Hodgson's *History*, p. 64).



AN AIR-DEFENCE BATTERY,
from
Paltock's Les hommes Volans.
See No. 52.

[52a] MORGHEN (Filippo). RACCOLTA DELLE COSE NOTABILI VEDUTE DAL CAVALIERE WILD SCULL E DAL SIGNOR DE LA HIRE nel lor famoso viaggio dalla Terra alla Luna che sono spiegate nela sotria di detto viaggio descritta dal' istesso Wild Scull nell 'ordine seguente, e designate dal detto Signor de la Hire. Esposte in nove rami incisi appresso Filippo Morghen Fiorentino.

With finely engraved title-page, showing the Cavalier Wild Scull and Signor de la Hire descending from their Flying Machine in the Moon, and introducing themselves to its inhabitants, with 9 further engravings.

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(SEE ILLUSTRATION OVERLEAF.)

£35

FIRST STATE. See Bruel, "Histoire Aéronautique par les Monuments Peints," No. 194, where a reproduction of the title (in the second state issued 1764) is shown. The remarkable plates show the following:—

1. An Inhabitant of the Moon mounted on a Winged-Serpent, fighting a Porcupine.
2. A New Machine to cut strange wild beasts from head to foot.
3. The coaches which are used in the Moon and which are propelled by sails.
4. The manner of navigation by means of bellows (and steam) in that Planet.
5. The manner of transporting goods on rafts drawn by Steam Bellows (a kind of steam tug).
6. Water melon used for fishing purposes (a kind of steam trawler).
7. Water melon, which serves as a dwelling house, to protect the inhabitants of the moon.
8. Boat which has as sails the wings of a gigantic bird. (The bird, chained to the masts, is kept in good temper by being fed with gigantic snails, a quantity of which are kept on board, while others are being towed behind).
9. House boats, on which the inhabitants of the Moon live, showing at the same time the manner of calling birds by the sounds of a drum. (A new version of Dilly, Dilly, come to be killed).

[53] JONES (Robert). ARTIFICIAL FIREWORKS, improved to the modern practice. *With plates.*

Second Edition. 8vo. *Or. calf. London, 1766.*

£3

Explaining an early use of the word "Balloon."

[54] OVID. LES MÉTAMORPHOSES, Gravées sur les desseins des meilleurs Peintres Français par les Soins des Srs Le Mire et Basan Graveurs.

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Roy. 8vo. *Beautifully bound in blue morocco by Rivière, g.e.*

Paris, Chez Basan and Le Mire, 1767.

£21

With Eisen's famous engraving of the Fall of Daedalus and Icarus.



THE FLYING MACHINE IN THE MOON.
from
Morgen's Raccolta.
See No. 52a.

[55] WORCESTER (Marquis of). A CENTURY OF INVENTIONS. (Written in 1655).

12mo. Boards. Glasgow, Foulcs, 1767.

£1 10s

"His Century of Inventions—written in 1655, and chiefly interesting perhaps by reason of the ingenious adumbration of a steam pumping-engine which it contains—is a summary record of one hundred inventions which the author claimed 'to have tried and perfected.' The seventy-seventh invention is set out—in the fewest imaginable words as a method 'How to mak a man to fly; which I have tried with a little Boy of ten years old in a Barn, from one end to the other, on a Haymow.'" (See Hodgson's *History*, p. 80).

[56] ZAMAGNA (Bernardo). NAVIS AERIA ET ELEGiarum MONOBIBLOS.

With vignette on title and a full-page copper print engraving of the "Navis Aeria" (a balloon similar in construction to Lana's air-ship).

Small 8vo. Or. vellum. Rome, 1768.

(SEE ILLUSTRATION BELOW).

£7 15s

An excellent copy of a rare book, which contains a detailed description of an imaginary journey of two travellers all over the world, including Peru, Canada, etc. This book was published 14 years before Montgolfier's invention of the balloon. The poem was written in praise of Lana and of the balloon that he invented. (See Hodgson's *History*, p. 9).



See No. 56.

- [57] ROMME (Charles) and PALLAS (Pierre Simon). A series of 13 original manuscript letters re the ascent of a Montgolfier balloon before the Court of Russia.

4to, and folio. *Paris, Moscow and St. Petersburg, 1774-1784.*

£12 15s

This dossier is composed as follows: of:—

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2. One letter of Pallas, addressed to Romme during his visit to Russia.
3. Seven letters from Romme, dated and signed to Dubreul, a friend.

Charles Gilbert Romme, a Member of the National Convention, born at Riom, was the creator of the republican calendar. Accused of taking part in the insurrection of prairial (Ninth month of calendar of first French republic (May 2—June 18) he was condemned to death and stabbed himself.

Pierre Simon Pallas, a German physician and naturalist, born and died in Berlin (1741—1811). He explored the Ural river, the Caspian Sea, the Altai mountains and China, and wrote several accounts of his travels.

- [58] LA FOLLIE (Louis Guillaume de). LE PHILOSOPHE SANS PRÉTENTION, ou l'homme rare. Ouvrage physique, chymique, politique et moral, dédié aux savants.

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- [59] BOWMAN. THE TRAVELS OF HILDEBRAND BOWMAN, Esquire, into Carnovirria, Taupiniera, Olfactaria and Auditante, in New Zealand; in the Island of Bonhommica and in the Powerful Kingdom of Luxovolupto on the Great Southern Continent. Written by Himself, who went ashore in the *Adventure's* large Cutter at Queen Charlotte's Sound, New Zealand, the fatal 17th December, 1773, and escaped being cut off and devoured, with the rest of the boat's crew, by happening to be a-shooting in the woods, where he was afterwards unfortunately left behind by the *Adventure*.

With two plates.

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A fictitious narrative written in the manner of *Gulliver's Travels*, or *Peter Wilkins*. The supposed provinces of *New Zealand* really represent the different classes in Britain; the Island of *Bonhommica* is Ireland, and *Luxo-Volupto* is the cream and dregs of London Society. The cause of the American Colonies is dealt with, the Americans being called *Armoserians*. It appears to be unknown as a work touching upon the American Revolution.

Contains a “curious account of a class of ‘flying prostitutes,’ whose wings (though an object of imitation by the fashionable) develop as a consequence and sign of unchastity.” (See Hodgson's *History*, p. 60).



AN ELECTRIC FLYING-MACHINE.
See No. 58.

- [60] RESTIF DE LA BRETONNE. LA DÉCOUVERTE AUSTRALE PAR UN HOMME VOLANT OU LE DÉDALE FRANÇAIS. Nouvelle très philosophique suivie de la Lettre d'un Singe.

With 23 fine plates, chiefly of flying men and women.

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(SEE ILLUSTRATION OPPOSITE AND ON P. 31).

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"THE FIRST ENGLISH BOOK ON BALLOONING."

- [61] AIR BALLOON (The). OR A TREATISE ON THE AEROSTATIC GLOBE. [By Will. Cooke]. Lately invented by the celebrated Mons. Montgolfier of Paris. The Third Edition, with Additions.

With interesting engraved plates of the "Air Balloon ascending."

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- [62] BALLOON JESTER (The), or FLIGHTS OF WIT AND HUMOUR.

With frontispiece, representing Zambecari's balloon.

Small 8vo. *Half vellum. London, W. Lane (1783).*

£3 10s



Les Hommes-oiseaux

THE BIRD-MEN,
from
Restif de la Bretonne, *La découverte Australe*.
See No. 60.

- [63] [BLAINVILLE?]. CONSIDÉRATIONS SUR LE GLOBE AÉROSTATIQUE, par M. Dxxxxxx.

With a remarkable large folding plate.

8vo. Boards. Paris, 1783.

(SEE ILLUSTRATION ON PAGE 35).

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- [65] FAUJAS DE SAINT-FOND. (B.). DESCRIPTION des expériences de la machine aérostatique de MM. de Montgolfier et de celles auxquelles cette découverte a donné lieu.

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(SEE ILLUSTRATION ON PAGE 37).

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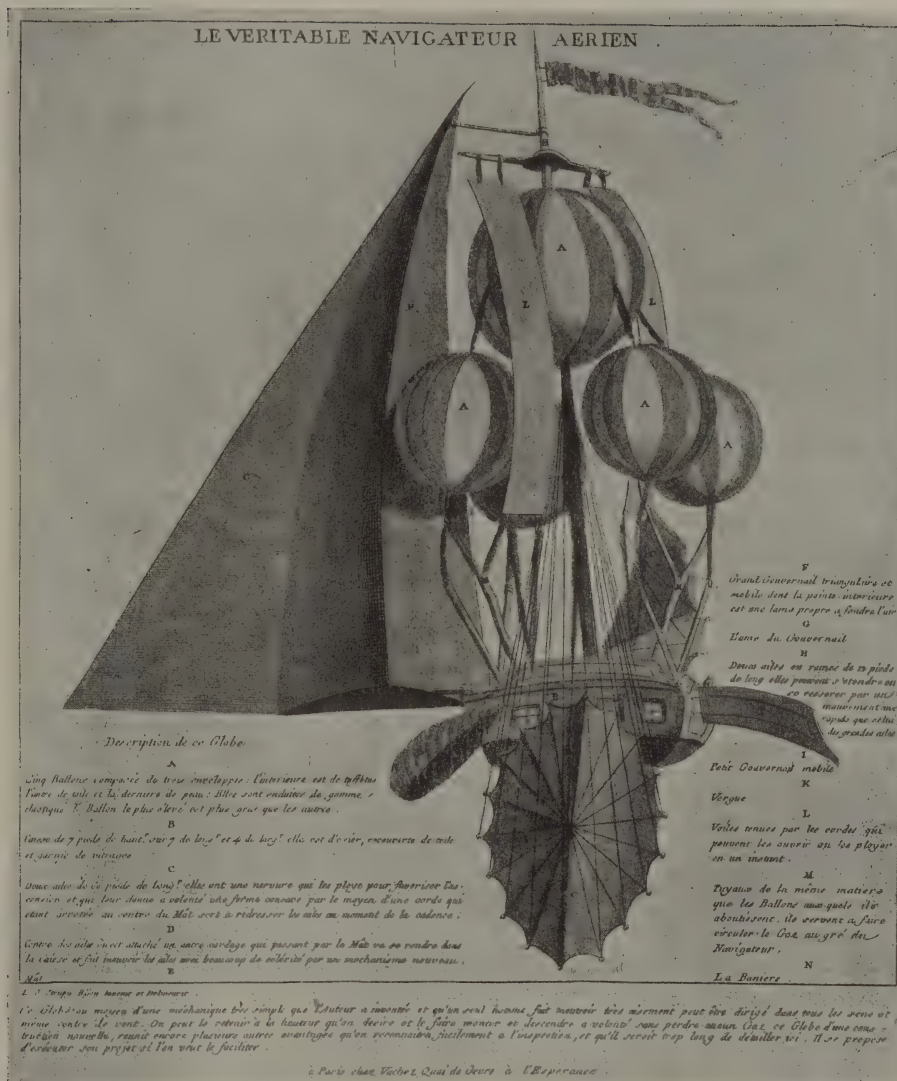
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Restif De la Bretonne.
La Découverte Australe par un Homme Volant, ou le Dédale Français.
Paris, 1781.
See No. 60.



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See No. 60a.

- [68] LETTRE À M. DE *** SUR SON PROJET DE VOYAGER AVEC LA SPHÈRE
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(SEE ILLUSTRATION ON PAGE 39).

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- [69] PINGERON. L'ART DE FAIRE SOI-MEME LES BALLONS AÉROSTATIQUES, CON-
formes à ceux de M. de Montgolfier.

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etc., and their connection with acrostation.

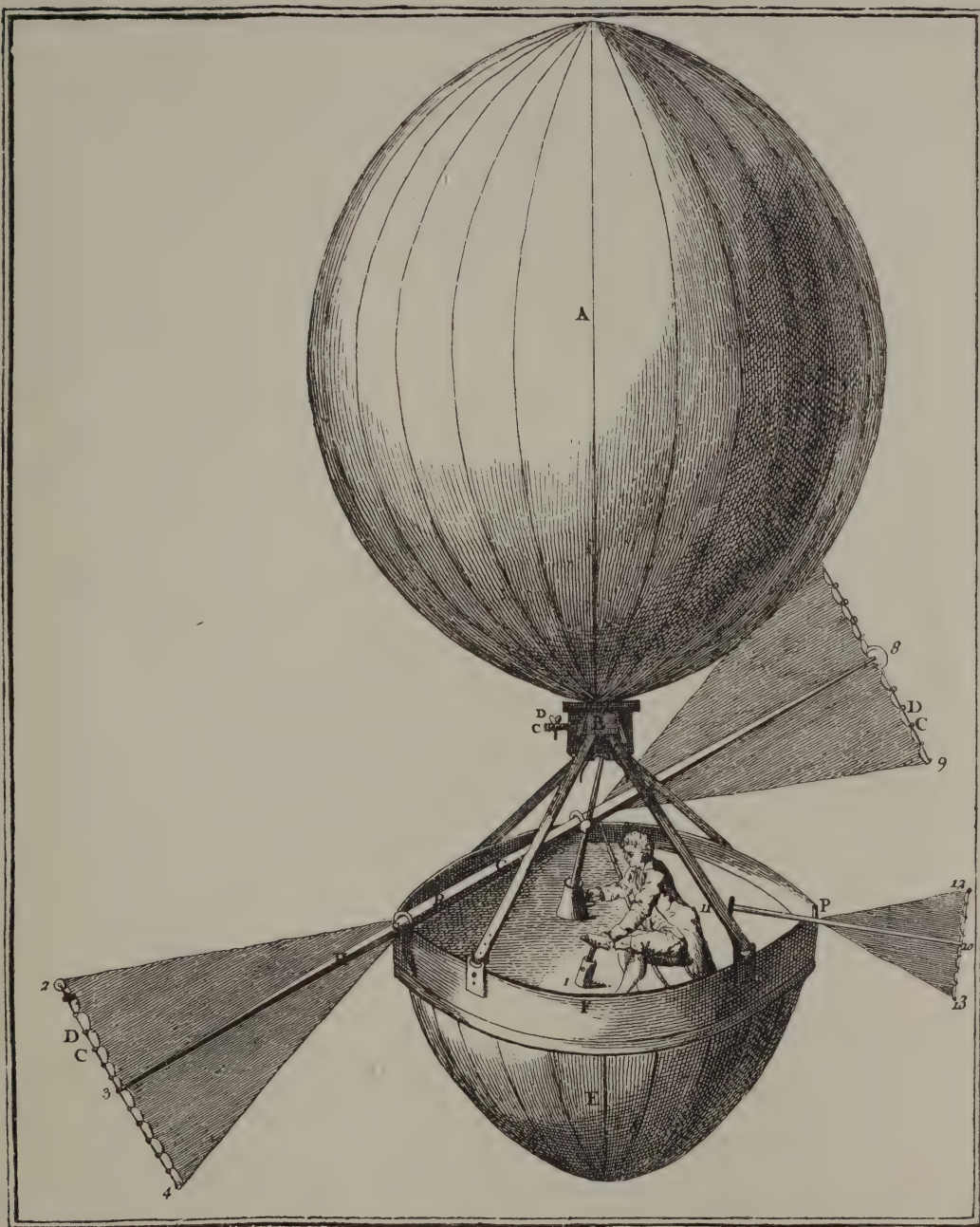
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- [72] [ANDREANI]. CASTELLI (Carlo). IL VIAGGIO AERO DELL'
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Lettera diretta al Sig. Faujas de Saint Fond.

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"In Italy the first balloon—an improved 'Montgolfière,' with better provisions for
sustained heating—was constructed by the brothers Gerli, at the expense of Paolo Andreani,
and successful ascents were made from Moncucco, near Milan, on February 25 and March
13, 1784. Andreani accompanied Faujas de Saint-Fond on his journey to Scotland in the
autumn of 1784." (See Hodgson's *History*, p. 17). See also nos. 116 and 142 of this
catalogue).



A DIRIGIBLE BALLOON,
from
Blainville's Considerations sur le Globe aérostatique.
See No. 63.

- [73] ANNONCES, AFFICHES, NOUVELLES ET AVIS DIVERS POUR LA PROVINCE DE FLANDRES. Tome IV.

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- [77] BERTHOLON (Abbé). DES AVANTAGES QUE LA PHYSIQUE, ET LES ARTS QUI EN DÉPENDENT, PEUVENT RETIRER DES GLOBES AÉROSTATIQUES.

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- [78] BLANCHARD (J. P.). AN EXACT AND AUTHENTIC NARRATIVE of M. Blanchard's Third Aerial Voyage from Rouen in Normandy on the 18th of July, 1784, accompanied by M. Bobby, in which they traversed a space of forty-five miles in two hours and a quarter, inclusive of the time employed in raising and depressing the Machine in the Air. Translated from the French.

With frontispiece, illustrating a Balloon.

London, 1784.

JOURNAL AND CERTIFICATES ON THE FOURTH VOYAGE OF MR. BLANCHARD,
(continued over)



Gravé par le Cit. de Larmont.

SECOND VOYAGE AÉRIEN.

Expérience faite dans le Jardin des Thuilleries par M. M. Charles et Robert, le 1^{er} 2^o 1783.
 Le globe en Taffetas gommé de 26 Pieds de diamètre était plein d'air inflammable.

See Nos. 65, 84 and 85.

BLANCHARD (J. P.).—*cont.*

who ascended from the Royal Military Academy, at Chelsea the 16th of October, 1784 at 9 minutes past twelve o'clock and was accompanied as far as Sunbury by John Sheldon.

London, 1784.

JOURNAL ET PROCÈS VERBAUX DU QUATRIÈME VOYAGE AÉRIEN DE M. BLANCHARD, parti de Chelsea, le 16 octobre 1784, à midi neuf minutes, accompagné jusqu'à Sunbury par le Sieur J. Sheldon.

Londres, 1784.

3 works in 1 vol. 4to. *Half cloth.* £30

- [79] BOURGEOIS (David). RECHERCHES SUR L'ART DE VOLER, depuis la plus haute antiquité jusqu'à ce jour; pour servir de Supplément à la Description des expériences aérostatiques de M. Faujas de Saint-Fond.

8vo. *Half calf. Paris, 1784.* £5 5s

"One of the earliest histories of flight written as a supplement to Faujas de Saint-Fond." (Hodgson).

- [80] BRESLAW'S LAST LEGACY; in which is displayed, . . . the Way to make the Air Balloon, and Inflammable Air.

Small 8vo. *Cloth. London, 1784.* £2

- [81] CARRA (Jean-Louis). ESSAI SUR LA NAUTIQUE AÉRIENNE, contenant l'art de diriger les ballons aérostatiques à volonté, et d'accélérer leurs courses dans les plaines de l'air; avec le précis de deux expériences particulières de Météorologie à faire. Lu à l'Académie Royale des Sciences de Paris, le 14 Janvier 1784.

With a fine folding plate of great interest showing how electricity might be obtained from the air for the guidance of the balloon.

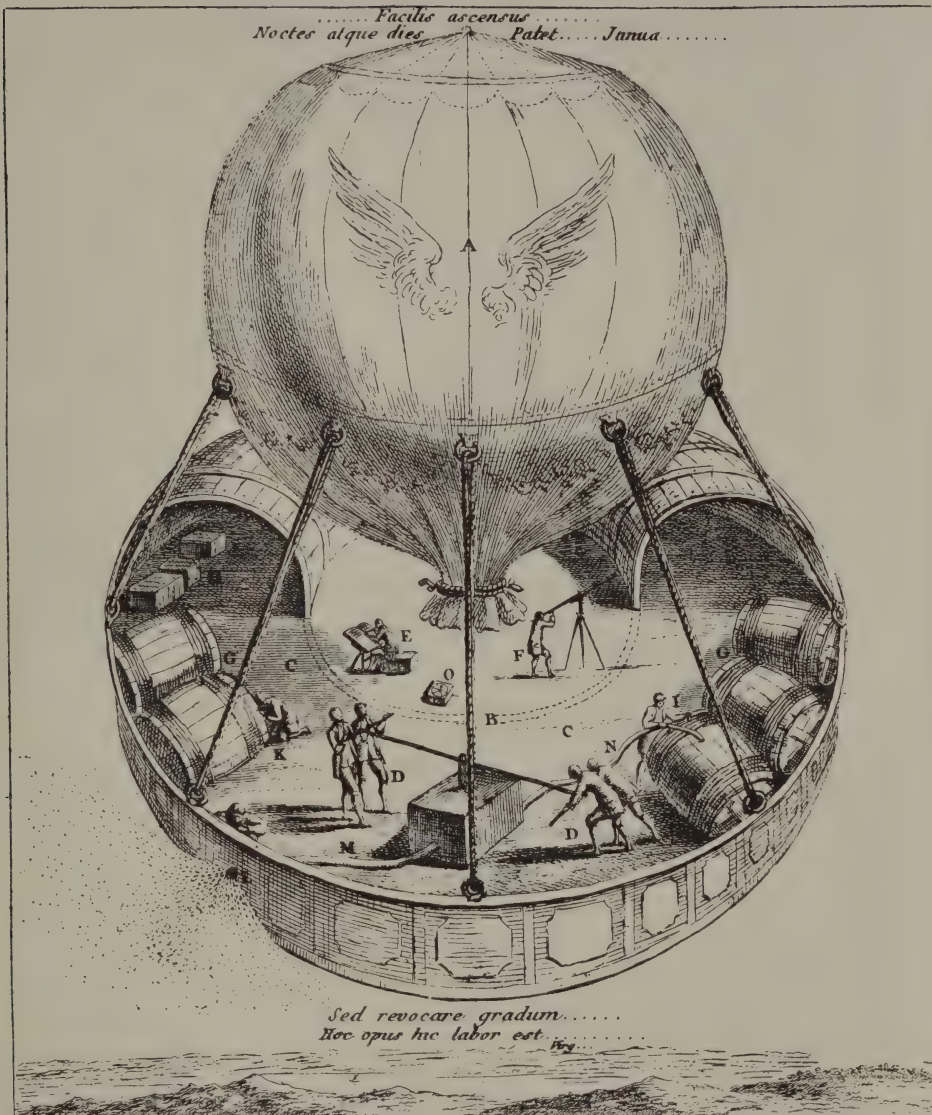
8vo. *Half calf. Paris, 1784.*

(SEE ILLUSTRATION ON p. 41). £12 12s

- [82] CYPARISO. CANTO, QUE EN ELOGIO DE LA BRILLANTE INVENCION DEL GLOBO AEROSTATICO, Y FAMOSOS VIAGES AEREOS, executados por los célebres viajeros Franceses en los dias 21 de Noviembre y primero de Diciembre de 1783, escribia Cypariso, Labrador Asturiano, en las frondosas Riberas del Rio Narzéa.

Small 4to. *Wrappers. Madrid, 1784.* £10 10s

Some charming verses on the aerial trips accomplished by the Marquis d'Arlandes and Rozier. The verses are admirably written in Spanish by an Asturian labourer, who, whilst deploring the fact that his rustic talent is unable to cope with the task of "blazoning forth these exploits," is yet satisfied that Fame, which is ever on the wing, will reach the heroes through the plaudits of the "Nations of the world, in the days of one Louis-the-Sixteenth." (The feat described in the poems was witnessed by the Duc de Chartres). (See Diaz Arquer's *Historia de la Aeronautica*, No. 28; the title was reproduced by him as plate 17).



- A. Globe Aérostatique.
B. Plate forme à Galerie couverte enlevée par le Globe.
C. Partie de Galerie Supposée découverte.
D. Pompier.
E. Sçavant qui fait le Journal du Voyage.
F. Observateur.
G. Tonneaux remplis d'Air dense.

- H. Caisnes remplies de Pilules d'Avicene.
I. Homme qui remplit les tonneaux d'Air dense.
K. Sçavant qui se remplit d'Air dense.
L. Trou dans le quel l'Air rare Extérieur est attiré et se densifie en y passant.
M. Tuyau dans le quel passe l'Air aspiré.
N. Tuyau dans le quel passe l'Air refoulé.
O. Boussole.

- [83] EHRMANN (Friedrich Ludwig). MONTGOLFIER'SCHE LUFTKOERPER ODER AEROSTATISCHE MASCHINEN, eine Abhandlung worinn die Kunst sie zu verfertigen und die Geschichte der bisher damit angestellten Versuche beschrieben werden. Nebst einer Beschreibung der zwo ersten Reisen durch die Luft, und Herrn D. Würtz Gedanken über die Ursachen des Steigens dieser Luftkugeln, welch er in dem Musée zu Paris den 1 Sept. 1783 vorgelesen hat.

With two plates, one showing the departure of Charles and Robert on the 1st January, 1783, in their balloon from the Tuileries.

8vo. Boards. Strassburg, 1784.

£10 10s

- [84] FAUJAS DE SAINT-FOND (Barthélémy). DESCRIPTION des expériences de la machine aérostatique de MM. de Montgolfier et de celles auxquelles cette découverte a donné lieu.

With 9 finely engraved plates partly engraved by Delaunay.

Second Edition. Paris, 1784.

PREMIÈRE SUITE DE LA DESCRIPTION des expériences aérostatiques de MM. de Montgolfier, contenant les voyages aériens de la Muette; des Tuileries, de Lyon, de Milan, du Champ-de-Mars, etc. [Tome Second].

With 5 fine plates, partly engraved by Delaunay.

Together 2 vols. 8vo. Boards. Paris, 1784.

(SEE ILLUSTRATION ON p. 37).

£6 6s

- [85] FAUJAS DE SAINT-FOND (B.). DESCRIPTION des expériences de la machine aérostatique de MM. de Montgolfier, etc.

With 9 finely engraved plates.

Second Edition. 8vo. Calf. Paris, 1784.

(SEE ILLUSTRATION ON p. 37).

£4 4s

- [86] FAUJAS DE SAINT-FOND (B.). DESCRIZIONE delle esperienze della macchina aerostatica dei Signori di Montgolfier e di quelle, alle quali ha dato motivo questa scoperta.

With 9 fine full-page plates.

8vo. Or. boards. Venice, 1784.

£6 6s

The first fundamental book in the Italian language on modern aerostation.

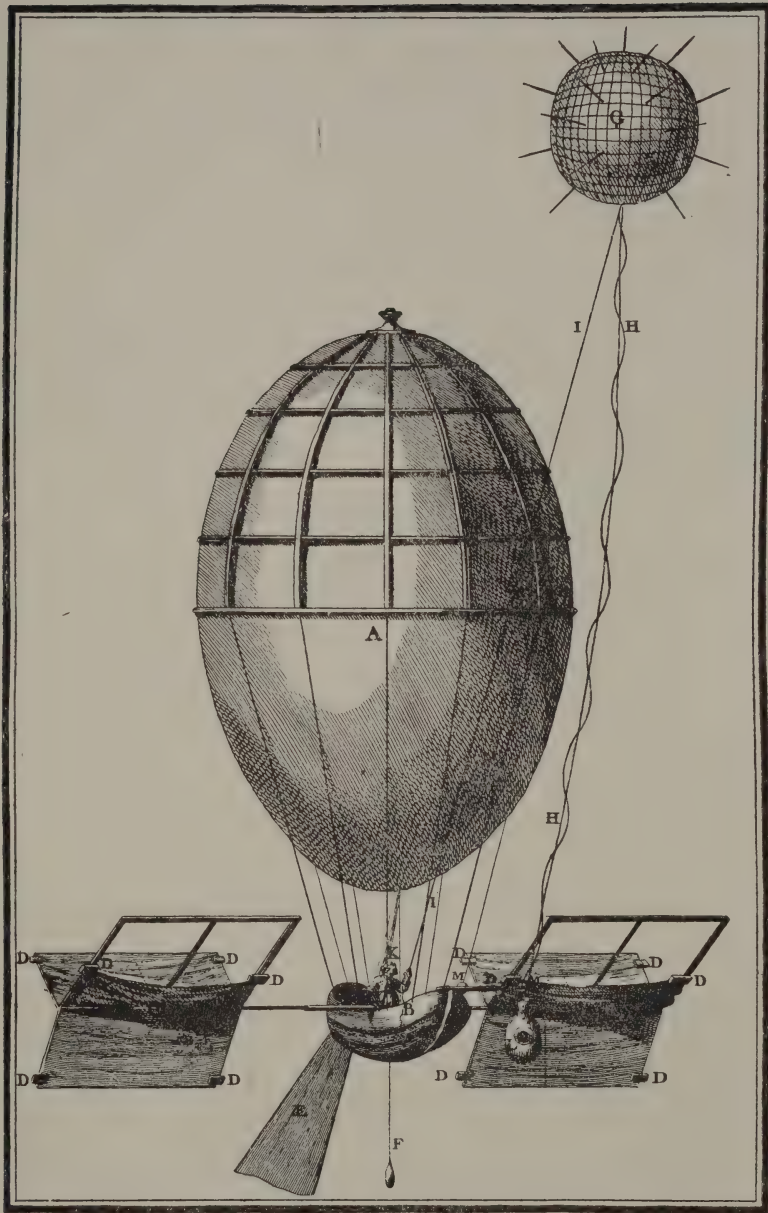
- [87] FAUJAS DE ST. FOND. BESCHREIBUNG der Versuche mit den aerostatischen Maschinen der Herren von Montgolfier. Nebst Fortsetzung.

With 10 plates.

2 vols. 8vo. Half calf. Leipzig, 1784-1785.

£3 10s

First German translation from the French original. The German translation by J. S. Gehler gives the history of the most important aeronautic experiments till March, 1785, while the French original only goes as far as March, 1784.



See No. 81.

- [88] FAUJAS DE ST FOND. BESCHRIJVING der Proefneemingen met Konstige Lugtboelen. [In Dutch].

With plates.

2 vols. 8vo. *Printed boards, uncut.* 1784.

£8

- [89] GEDANKEN EINES COSMOPOLITEN BEY GELEGENHEIT DER AEROSTATISCHEN MASCHINEN.

With three plates.

8vo. *Wrappers.* Hamburg, 1784.

(SEE ILLUSTRATION OPPOSITE).

£10 10s

Very scarce.

- [90] IL PALLON VOLANTE DELLA THUILLERIE, Commedia Storica in tre Atti, ed in Prosa; seguita da una composizione poetica analoga a tal' argomento.

8vo. *Half vellum.* N.P. 1784.

£7 15s

Boffito, p. 330. Charles and Roberts play parts in this play.

- [91] IL PALLON VOLANTE. COMMEDIA DI UN ATTO SOLO.

With a full-page plate showing two aeronauts in the car of a balloon.

8vo. *Boards.* Perugia, 1784.

£9 9s

Among the dramatis personæ figure Charles Robert, and Mlle. Elvira. At the end are six pages of verses, *Al Signor di Montgolfier*. The play was written (according to the preface) to serve as a pretext for showing the theatre-going public of Perugia what a balloon was like on the stage.

- [92] LINGUET. ANNALES POLITIQUES, CIVILES, ET LITTÉRAIRES, DU DIX-HUITIÈME SIÈCLE. Two extracts.

Première Navigation: Ballons Aerostatique.

Nouvelles Experiences Aerostatique.

2 vols. 8vo. *Boards.* London, 1784.

£5 5s

CHARLES DICKENS' COPY WITH HIS BOOKPLATE

- [93] LUNARDI (Vincent). AN ACCOUNT OF THE FIRST AERIAL VOYAGE IN ENGLAND, in a Series of Letters to his Guardian, Chevalier Gherardo Compagni, written under the Impressions of the various Events that affected the Undertaking.

With stipple portrait of Lunardi by F. Bartolozzi after Cosway and two folding plates of filling apparatus and the balloon ascending.

FIRST EDITION. 8vo. *Half bound.*

London, *Printed for the Author by J. Bell*, 1784.

£13 13s

Bearing Lunardi's autograph signature on the half-title.

"The first edition, which was issued with the portrait (5s.), or without (2s. 6d.)"—(Hodgson).

(continued over)

LUNARDI (Vincent)—*cont.*

"After various delays and apprehensions, Lunardi, having made his will, ascended from the Hon. Artillery Co.'s ground at Moorfields on 15 Sept., 1784, in the presence of nearly 200,000 spectators. The balloon was about 32 feet in diameter, and was filled with hydrogen under the direction of Dr. George Fordyce. He sailed over London at a great height, and ascended near Ware. . . . Several descriptions of the 'Voyage' were printed, the best of which is certainly that by Lunardi himself."—(D.N.B.).

This was the first balloon ascent ever made in England.

WITH CHARLES DICKENS' BOOKPLATE INSIDE FRONT COVER. Dickens' interest in Balloons is well illustrated in his "*Sketches by Boz.*"



[94] LUNARDI. ACCOUNT OF THE FIRST AERIAL VOYAGE, ETC. Another Copy.
8vo. *Fine clean copy in full mottled calf.* 1784. £12

[95] LUNARDI. Another Copy.

With the rare engraving of Lunardi with the dog and cat, and extra illustrations.

8vo. *Morocco.* 1784.

£12 12s

This copy is uncut and in the first state, which was without the engraving, but there has been inserted the rare coloured engraving of Lunardi with the cat and dog, and extra-illustrated with Henson's Aeroplane and the Giant Balloon.

[96] LUNARDI (Vincent). AN ACCOUNT OF THE FIRST AERIAL VOYAGE IN ENGLAND, in a series of Letters to his Guardian, Chevalier Gherardo Compagni, written under the impressions of the various events that affected the undertaking.

With portrait of Lunardi engraved by Bartolozzi after Cosway, and two large folding plates.

Second Edition. 8vo. *Original calf.*

London, Printed for the Author by J. Bell, 1784.

£10 10s

With Lunardi's signature on half-title.

"With slight variations from the foregoing, e.g., p. 35, 'South' is altered to 'North' in line 11. The half-title sometimes bears Lunardi's autograph."—(Hodgson).

[97] MAISTRE (Xavier de). LETTRE DE Mr. DE S à Mr. Le Comte de C . . . Off . . . dans la L . . . des C . . . Contenant une Rélation de l'Expérience Aérostatique de Chambéry.

19 pp. After the 19 pages of the Lettre de Mr. DE S there is printed on 6 pages a further item entitled:—

LETTRE de L'Hermite de Nivolet sur l'expérience aérostatique faite à Chambéry, le 22 Avril 1784.

8vo. *Boards.* Chambéry, M. F. Gorin, 1784.

£21

[98] MANIÈRE DE REMPLIR LES GLOBES OU BALLONS AÉROSTATIQUES DE BODRUCHE, depuis un pied jusqu'à six de diamètre.

With illustration in aquatint.

8 pp. 8vo. *Boards.* Paris, 1784.

£16 16s

Not in Liebman-Wahl.

[99] MEERWEIN (Charles Frédéric). L'ART DE VOLER À LA MANIÈRE DES OISEAUX.

With two folding plates.

8vo. *Boards.* Basle, J. J. Thourneysen, 1784.

£15 15s

"Ineffective was the attempt made about the same period by C. F. Meerwein (1737-1810), an architect of Karlsruhe, who designed a flying apparatus consisting of two light wooden frames (shaped, when outspread, like the longitudinal section of a spindle)

MEERWEIN (Charles Frédéric)—*cont.*

covered with calico, hinged at the centre, and affording a slightly concave surface of 111 square feet. Meerwein was probably the first to calculate the area of wing surface necessary to support a man, and taking as a basis the weight and wing area of a wild duck, he laid down that a man with his machine weighing 200 lb. would require about 126 square feet—an estimate the approximate accuracy of which was verified by Lilienthal. But Meerwein's attempt to experiment with his machine at Giessen was not successful—indeed it would have been impossible to work the wings with anything like sufficient rapidity to raise himself from the ground." (See Hodgson's *History*, p. 44).

- [100] [MORVEAU (Guyton de), CHAUSSIER ET BERTRAND].
DESCRIPTION DE L'AÉROSTAT: "L'Académie de Dijon," contenant le détail
des procédés, la théorie des opérations, les dessins des machines et les
procès verbaux d'expériences, suivi d'un essai sur l'application de la
découverte de MM. de Montgolfier à l'extraction des eaux de mines.

With 4 plates (some folding).

8vo. *Old calf. Dijon, 1784.*

£8 8s

- [101] ORDONNANCE DE POLICE, QUI FAIT DÉFENSES de fabriquer & faire
enlever des Ballons & autres Machines Aérostatiques . . . du 23 avril 1784.

4 pp. 4to. *Half calf. Paris, P. G. Simon, & N. H. Nyon, 1784.*

£8 8s

- [102] L'ART DE VOYAGER DANS LES AIRS, OU LES BALLONS.

With engraved frontispiece, and two engraved plates.

8vo. *Half calf. Paris, 1784.*

£12 12s

With the rare Supplement.

- [103] [PIROUX?] L'ART DE VOYAGER DANS L'AIR ET DE S'Y DIRIGER. Mémoire
qui va remporter le prix proposé par l'Académie de Lyons.

8vo. *Boards. Lunéville, 1784.*

£12 12s

- [104] ROBERT. MÉMOIRE PRÉSENTÉ À L'ACADEMIE DES SCIENCES, Arts et
Belles-Lettres de Lyon, sur la manière la plus sûre, la moins dispendieuse
et la plus efficace de diriger à volonté les Machines Aérostatiques.

Sm. 8vo, 15 pp. *With plate. Boards, Dijon, 1784.*

£8 15s

"The brothers Robert were the first to construct a cylindrical or elongated balloon. They ascended from St. Cloud on July 15th, 1784, and from the Tuileries on Sept. 19th of the same year."

- [105] ROULAND. TABLEAU HISTORIQUE DES PROPRIÉTÉS ET DES PHÉNOMÈNES
DE L'AIR, considéré dans ses différens états et sous ses divers rapports.

8vo. *Half calf. Paris, 1784.*

£6 6s

One of the first accounts of the experiences of the Montgolfiers, and Charles and Robert. See pp. 310-371.

- [106] RO***[ZIER] (A. G.). DISSERTATION SUR LES AÉROSTATS DES ANCIENS ET DES MODERNES.

8vo. *Boards.* Geneva, 1784.

£15

"Also attributed to A. G. Robert. Contains the Latin text of the references commonly made to Aulus Gellius, Schott, Cardan, Kircher, etc."—(Hodgson).

The author gives extracts from Horace, Aulus Gellius, Kircher, Schott, Claudian, Cardan, Lauretus, Laurus, Remigius, Pseudo-Albertus, and Del Rio, and contests Montgolfier's claim to the honour of the invention of the balloon. The author alleges the usefulness and danger of balloons and the impossibility of steering them.

- [107] SAINT-MAURICE (Arnand de). L'OBSERVATOIRE VOLANT ET LE TRIOMPHE HÉROIQUE DE LA NAVIGATION AÉRIENNE ET DES VÉSICATOIRES, poème avec des notes historiques sur cette belle découverte et le précis des expériences du 27 Août, du 21 novembre et celle du 1 decembre.

8vo. *Boards.* Paris, 1784.

£10 10s

- [108] TARUFFIUS (Joseph). MONTGOLFERII MACHINI VOLANS CARMEN ELEGIACUM.

8vo. *Wrappers.* 1784.

£5 5s

- [109] [VALGOMA (J., de Madrid).] CARTA á un Amigo suyo, en critica el papel, intitulado Nave atmospherica y tentativa sobre la posibilidad de navegar por el ayre, no sólo especulativa, sino prácticamente.

Small 8vo. *Half calf.* Madrid, 1784.

£25

In which the observations expressed in the pamphlet "Nave Atmospherica" are sharply criticised in a "letter to a friend" by J. Valgoma, of the Supreme Council for the Indies. See Diaz Arquer's *Historia de la aeronautica en España* No. 39, and title reproduced by him, plate 24.

- [110] VINCI (Leonardo da). DESEGN. Incisi e publicati da Carlo Giuseppe Gerli.

61 plates, reproducing drawings.

Folio. *Boards.* Milan, 1784.

£16 16s

Three plates of Leonardo Da Vinci's sketches show 16 designs, demonstrating human flight.

"Leonardo's extraordinary interesting designs for winged flying apparatus were hidden for nearly 300 years." (See Hodgson's *History*, p. 7 and 8).

- [111] PRIESTLEY (J.). SPERIENZE, ed osservazione sopra diverse specie di aria. 2 vols. Small 8vo. *Half bound.* Napoli, 1784-1785.

£5 5s

First Italian translation of the famous work by Priestley, to whom Montgolfier was largely indebted.

- [112] CAVALLO (Tiberius). THE HISTORY AND PRACTICE OF AEROSTATION. *With two fine folding plates.*

FIRST EDITION. 8vo. *Contemporary calf.*

London, Printed for the Author, 1785.

£5 5s

"The first scientific treatise in English on aerostation" (Hodgson).

- [113] DECREMPS. SUPPLEMENT à la Magie Blanche Dévoilée contenant l'explication de plusieurs tours nouveaux joués depuis peu à Londres, avec éclaircissemens sur les artifices des Joueurs de Profession, les Cadrans sympathiques, le Mouvement perpetuel, le Chevaux savans, les Poupées parlantes, les Automates dansants, les Ventriloques, les Sabots élastiques, &c. &c.

With interesting engraved plate, showing balloons and aerostatic figures being sent up to frighten North American Indians.

With other woodcuts and plates.

8vo. *Calif. Paris*, 1785.

£2 2s

The Balloon plate is very curious as the author recommends that aerostatic figures should be sent up and lowered by a device in order to frighten Indian tribes. The aerostatic figures are in the shape of Roman Gods.

- [114] DE GAS. IL COCCHIO VOLANTE. In cui si tratta dell' importanza di questa scoperta, e del modo di perfezionar: Con un ragionato Pronostico per un nuovo Cocchio, o Barca volante di Rame capace in poca mole di maggior carico a proporzione, che una nave in Mare.

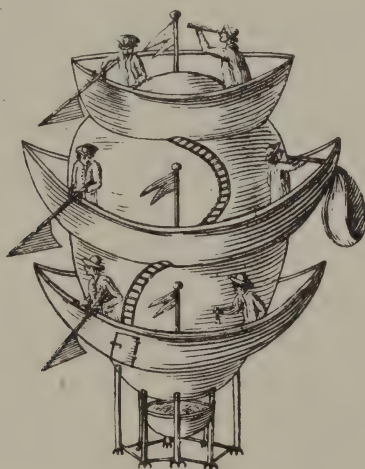
With frontispiece of the flying chariot.

52 pp. Small 8vo. *Boards. Milan, Stamperia Sirtori*, 1785.

(SEE ILLUSTRATION BELOW).

£12 12s

Not in Boffito. "On the importance of this invention and the way to perfect it with logical prognostics for a new chariot or flying boat."



See No. 114.

- [115] FAUJAS DE ST. FOND. FORTGESETZTE BESCHREIBUNG der Versuche mit den Aerostatischen Maschinen.

With 2 plates. 8vo. Or. boards. Leipzig, 1785.

£6

[116] GERLI (Agostino). OPUSCOLI.

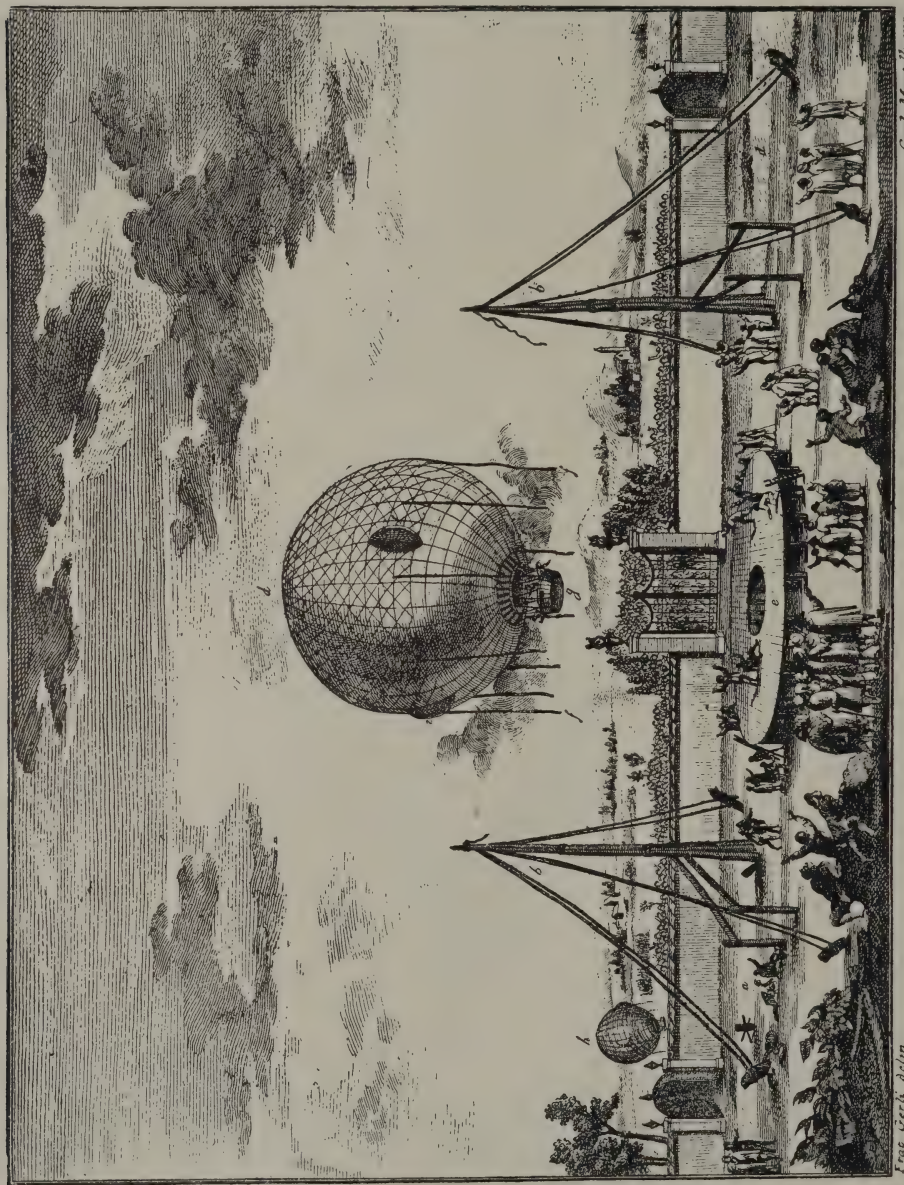
With 13 plates and engravings in the text.

Folio. *Original boards, uncut. Parma, 1785.*

(SEE ILLUSTRATION BELOW).

£13

The first section of 32 pp. describes the hot-air balloon constructed for Andreani, see note to Nos. 72 and 142 of this catalogue.



See No. 116.

- [117] ROEDERER (M.). ÉLOGE DE M. PILÂTRE DE ROZIER, lu à la séance publique de la Société Royale des Sciences et Arts de Metz, le 25 Aoust 1785.

10 pp. 8vo. *Half calf. g.e. Metz, C. Lamort, 1785.* £8 8s

Pilâtre de Rozier (1756-85) was the world's first aeronaut and made his first free ascent in a Montgolfière, Nov. 21, 1783. He visited England, became engaged to an English girl, Miss Susan Dyer, and was killed near Boulogne, June 15, 1785.

THE FIRST ENGLISH FEMALE AERIAL TRAVELLER.

- [118] SAGE (Mrs. L. A.). A LETTER ADDRESSED TO A FEMALE FRIEND BY MRS. SAGE, the first English Female Aerial Traveller: describing the general appearance and effects of her expedition with Mr. Lunardi's balloon, 29th March, 1785, accompanied by George Biggin, Esq.

With the fine portrait of Mrs. Sage by Burke after Shelley.

The Third Edition. 8vo. *Half calf, t.e.g.*

London, Printed for the writer, and sold by J. Bell, (1785). £12 12s

Mrs. Sage was the first Englishwoman to ascend in a balloon.

"There are alterations or corrections from the first edition. On p. 22 there is an added comment on the effect of 'rarefaction' of the air on the ears of Biggin, and on pp. 23-4 a new paragraph on experiments made by the latter."—(Hodgson).

"According to Mrs. Sage it was entirely due to the boys of Harrow school that the balloon was saved from destruction."

"Passing over Westminster, St. James's, and Piccadilly, the balloon was carried over Ranelagh—and crossing and recrossing the Thames, descended near Harrow, after a voyage of about an hour's duration. Mrs. Sage having got out, Biggin—who appears to have piloted the balloon with remarkable judgement, seeing that he had had no previous experience of ballooning—proposed to ascend again, but his intention was frustrated by an irate farmer in whose field the balloon descended and who assumed an aggressive attitude on account of alleged damage to his crops. The balloon having been dispatched to London, Biggin, and Mrs. Sage, after being entertained at Harrow, drove back to London late that night." (See Hodgson's *History*, p. 126-127).

- [119] SIGAUD DE LA FOND. ESSAI sur différentes espèces d'air-fixe ou de gas. Nouvelle éd. revue et augmentée par M. Rouland.

With 8 folding plates.

8vo. *Orig. calf. Paris, Gueffier, 1785.* £3 3s

- [120] ASYLUM OF FUGITIVE PIECES IN PROSE AND VERSE, not in any other collection.

4 vols. Small 8vo. *Old calf. London, 1785-1793.* £1

With poems on Balloons, etc.

- [121] BALDWIN (Thomas). AIROPAIDIA: Containing the Narrative of a Balloon Excursion from Chester, the eighth of September, 1785, taken from Minutes made during the Voyage: Hints on the Improvement of Balloons, and mode of inflation by Steam: Means to prevent their descent over water: Occasional Enquiries into the State of the Atmosphere, etc. The whole serving as an Introduction to Aerial Navigation.

With four engraved plates (two in colours).

FIRST EDITION. 8vo. *Orig. boards.*

Chester, Printed for the Author, by J. Fletcher, 1786. £7 7s

(continued over)

BALDWIN (Thomas)—*cont.*

"Baldwin's passion for detail is shown in the inventory of between twenty and thirty articles which he took in the car, e.g. "An Asses Skin Patent Pocket-Book, as Wet spoils paper; Two red Lead Pencils, each Pencil ready pointed at both Ends, to save Time and Trouble; Two Needles with large Eyes, the raw Silk put through . . . to be ready at the instant wanted to sew up any Holes within Reach in the Balloon," and so forth. The second half of the volume is taken up with exhaustive hints on the improvement of balloons in direction, etc., mode of inflation by steam, inquiries into the state of the atmosphere, with various philosophical observations and conjectures. Finally, there are extensive tables of barometrical pressure and the like." (See Hodgson's *History*, p. 132).

- [122] [BLANCHARD]. SCHAEFFER (J. E. H.). VIVAT BLANCHARD ODER DA KOMMT DER RECHTE LUFTSCHIFFER . . . EINE BEWILLKOMMUNGS-CANTATE. Herrn Blanchard zu Ehren bey seiner Ankunft in Hamburg verfasst.

8vo. *In buckram case*. [Hamburg]. July, 1786. £3 3s

- [123] [BLANCHARD] JEFFRIES (Dr.). A NARRATIVE OF THE TWO AERIAL VOYAGES OF DOCTOR JEFFRIES WITH MONS. BLANCHARD; with Meteorological Observations and Remarks. The First Voyage, on 30th November, 1784, From London into Kent: The Second, on 7th January, 1785, From England into France.

With portrait of Jeffries and 1 plate.

4to. *Calf*. London, printed for the author, 1786. £12 12s

- [124] [BLANCHARD]. LETTRE D'UN APOTHECAIRE, Bourgeois de Boulogne-sur-Mer, à M. Blanchard, Bourgeois de Calais.

8vo. *Half calf*. Boulogne, de l'Imprimerie des Aëronautes, [1786]. £10 10s

Blanchard crossed the English Channel on January 7, 1785 (in company with Dr. Jeffries of Boston) from Dover to Ardres. The car of the balloon is still preserved in the Museum of Calais. (See Hodgson's *History*, pp. 168-171).

- [125] LUNARDI (Vincent). AN ACCOUNT OF FIVE AERIAL VOYAGES IN SCOTLAND, in a Series of Letters to his Guardian, Chevalier Gerardo Compagni, written under the impression of the various events that affected the undertaking.

With frontispiece of Lunardi in the balloon and 2 plates of the balloon and apparatus.

8vo. *Buckram*. London, Printed for the Author, 1786. £12 12s

- [126] DU FOND (João Robert). A MAQUINA AEROSTATICA. Poema Epico dedicado asi mesmo.

Small 8vo. *Wrappers*. Lisbon, 1787. £5 5s

- [127] HOOPER (W.). NATIONAL RECREATION.

With coloured illustrations.

Third Edition. 4 vols. 8vo. *Original calf (worn)*. London, 1787.

£1 18s

Vol. I. MECHANICS, contains description and illustration of Richard's Carriage (Pl. 8); ditto of Stevinus' Carriage (Pl. 9); and plate 10 is The Carriage to Sail Against the Wind. It is interesting to note that there is no mention of the Air Balloon.

[128] [BORDEAUX]. RECUEIL DES OUVRAGES DU MUSÉE DE BORDEAUX.

8vo. *Half calf, t.e.g. Bordeaux, 1787.*

£8 8s

Large paper copy. Printed on blue papier. Contains: "Relation de deux voyages aériens faits à Bordeaux, les 16 juin et 26 juillet, 1784, par MM. Darbelet, Desgranges et Chalifourt, de Bordeaux. Lettre de E. Montgolfier à ces trois aéronautes. M.D. Vers aux voyageurs aériens de Bordeaux. La Coudraye, théorie des Vents."

[129] RESNIER DE JOUE (Général), of Angoulême, *pseud.* REINSER. RÉPUBLIQUE UNIVERSELLE, OU L'HUMANITÉ AILÉE réunie sous l'Empire de la Raison.

12mo. 187 pages, *with two folding plates, one of them showing a flying man and his apparatus.*

(*Geneva, privately printed by the Author*), 1787.

(SEE ILLUSTRATION OVERLEAF).

£15 15s

This work is apparently ABSOLUTELY UNKNOWN; the only work known by the author being a later edition in a large octavo size, entitled, *République Universelle, ou l'humanité ailée réunie sous l'Empire de la Raison, printed in Geneva, 1788.*

What is even more curious is the fact that this book appears to have been issued under the auspices of the Freemasons; because at the end is a Privilege of the Grand Master, as follows:—

"Après lecture méditée du manuscrit intitulé l'Humanité ailée, réunie sous l'Empire de la raison; nous avons jugé qu'indépendamment même des ailes qu'il promet, ce seroit toujours un rêve offrant d'assez bonnes choses à l'usage, de ceux qui veillent, pour en désirer l'impression, réimpression, et débit au prorata des individus.

Vrai,	}	Jurés."
Juste,		
Tolerant,		

Shortly before the first trials of Cayley, a Frenchman, General Resnier de Joué, born at Angoulême in 1729, made several attempts at flight.

In his curious work, entitled *La République Universelle*, besides social questions, he describes and explains a system of flying machines. The flying machine was composed of eight wings in parchment, covered with cloth and connected by spokes, this making a kind of corset surrounding the breast of the aviator.

After the publication of this work, he declares himself too old to attempt the experiment himself, but mentions that he has constructed the machine. However, in 1801 he was pensioned off, and returned to Angoulême, where he constructed a new flying machine of the same kind, but with wings made of feathers, and did not hesitate, in spite of his 72 years, to test it.

Throwing himself down from the rampart of *le petit Beaulieu*, 30 mètres above the ground and 68 mètres above the river Charente, he was able to hover for a little in the air, and to descend on to the river without any accident, whence a boatman rescued him.

Slightly later, during a new experiment, he fell in a field and broke his leg, which did not prevent him from living to the age of 82.

AS WE STATED BEFORE, NO BIBLIOGRAPHER KNOWS OF THIS FIRST ISSUE, which was no doubt also printed at Geneva.

The object of the author of this curious Utopia was:—

"After having traversed the two hemispheres for more than forty years, determined the proportionate degree between despotism and anarchy; scepticism and credulity; to dispose man to find the solution of his problems by perfecting himself through a NEW ORGAN. For the security of the new social edifice, the author proposes the creation of a Corps of Knights, whose exercises will be flying as well as riding, swimming, fencing, etc. A royal column (destined to be a kind of shock troop) will be in the hands of the Viceroy of Airs. The Council which will preside over this new system will specially devote itself to the means of perfecting flight. In case of an aerial fall, the victim would receive a national pension, or some other flattering distinction.

(continued over)



THE FLYING FREEMASON

From General Resnier's République Universelle (Geneva), 1787.

See No. 129.

RESNIER DE JOUE (Général)—*cont.*

But nobody would be allowed to fly without permission of the King, the Viceroy, or the Senate, and Article 27 of the civil law commands the discovery of transgressors against this Article and the burning of their wings.

The same treatment will be meted out to anyone caught using a flight which has not been sealed by the community. This seal will be applied free of charge in the Palace by permit of the Censor."

At the end of the volume, pages 193 to 197, is found a description of flight; that is to say, a description of the author's invention, and the method of using it.

[130] SERRATI (Seraf). LETTERE DI FISICA SPERIMENTALE.

With 2 folding plates (one of a balloon).

12mo. Boards. Florence, 1787.

£8 10s

An unusual item.

[131] FOURCROY (M. de). ELEMENTS OF NATURAL HISTORY AND OF CHEMISTRY.

5 vols. in 3 vols. 8vo. *Half calf. London, 1788.*

£3

Vol. 1 contains chapters on Air and inflammable Air, written at the time of the early Montgolfier experiments.

[132] HENRION (Francesco). METHODO PER COSTRUIRE E DIRIGERE LE MACCHINE AEROSTATICHE HENRION.

With 2 fine folding tinted plates.

Printed on blue paper. 8vo. Boards. Florence, 1788.

£8 8s

WITH THE RARE "ERRATA" SLIP.

[133] JOHNSON (Samuel). LETTERS TO AND FROM THE LATE SAMUEL JOHNSON, LL.D. To which are added some Poems never before Printed. Published from the original MSS. in her possession by Hester Lynch Piozzi.

FIRST EDITION. 2 vols. 8vo. *Fine copy in original mottled calf.*

London: for A. Strahan; and T. Cadell, 1788.

£10 10s

"To turn from general to individual expressions of opinion, it is probable that the commonsense view of the average Englishman was reflected in the attitude of Dr. Johnson, who lived just long enough to see his forecast in '*Rasselas*' become in some measure an accomplished fact. His earliest reference to BALLOONING is apparently to be found in reply to an inquiry from Mrs. Thrale. 'Happy are you,' he says, writing from London on September 22, 1783, 'that have ease and leisure to want intelligence of AIR-BALLOONS. Their existence is I believe indubitable, but I know not that they can possibly be of any use.' But there is a reason to believe that Johnson's interest in BALLOONING was not merely a critical one. Writing to Mrs. Thrale in January 1784 he says, "You observe, Madame, that the balloon engages all mankind and it is indeed a wonderful and unexpected addition to human knowledge; but we have a daring projector, who disdaining the help of fumes and vapours, is making better than Daedalean wings, with which he will master the BALLOON and its companions as an eagle masters a goose . . . When I can leave the house, I will tell you more." (See Hodgson's *History*, p. 197-198).

With the very rare "Errata" slip at the end of volume 2.

- [134] VILLETTE (Marquis de). OEUVRES.
8vo. *Calf. Paris*, 1788. £4 4s
Containing a letter to Aeronauts. A Poem on Charles, etc.
- [135] [BLANCHARD]. DO JEGOMOSCI PANA BLANCHARD ZOKOLICZNOSCI IEGO
34TEY POWIETRYNEY PODROZY, dnia 10. Maja 1789. Roku, w Warszawie
odbytey. (Verses in Polish).
(To Blanchard on the occasion of his 34th air voyage performed in
Warsaw the 10th May, 1789).
4 pp. 8vo. *Half calf. Warsaw* (1789). £8 8s
The anonymous author, probably Stanislaw Trembecki, after enumeration of
his own services to humanity and the fatherland, appreciates sarcastically Blanchard's glory,
arising only out of the "rareness" of his experiments (flight) and out of the merits of his
brains or character.
- [136] [BLANCHARD]. PROZBA WOLNEGO POLAKA DO J. PANA BLANSZARDA.
A free Pole's prayer to Mr. Blanchard. (A poem in Polish).
4 pp. 4to. *Half calf. Warsaw* (1789 or 1790). £8 8s
The verse has a political character; the author requests Blanchard to construct air
ships and to carry away all traitors.
- [137] CANINOMANIE (La), OU L'IMPÔT FAVORABLE DANS TOUTES LES CIRCON-
STANCES, et sur-tout dans les conjonctures présentes. Traduit et donné
au Public patriote, par très politique et très preux César, Chien de haute
lignée et de grand parentage; Secrétaire-Interprète de l'Aréopage des
Chiens, pour la langue Franque, et Serviteur de M. le Chevalier de
Trévigny, fils, de Falaise.
With engraved frontispiece showing a balloon.
12mo. *Half calf. Paris*, 1789. £2 10s
- [138] DECREMPS. LA MAGIE BLANCHE DEVOILÉE OU EXPLICATION DES TOURS
SURPRENNANTS, avec des réflexions sur la Baguette divinatoire, les Auto-
mates, joueurs d'Echecs, etc.
With illustrations. Paris, 1789.
- DECREMPS.—SUPPLEMENT À LA MAGIE BLANCHE DEVOILÉE Contenant
l'explication de plusieurs tours nouveaux joués depuis peu à Londres, avec
éclaircissemens sur les artifices des Joueurs de Profession, Les Cadrans
sympathiques, Le Mouvement perpétuel, les Chevaux savans, les Poupées
parlantes, les Automates dansants, les Ventriloques, &c. &c.
Paris, 1789.
- TESTAMENT DE JEROME SHARP, Professeur de Physique amusante; Où
l'on trouve plusieurs Tours de subtilité, qu'on peut exécuter sans aucune
depense.
With woodcuts. Paris, 1789. Bound in 2 volumes. *Half calf*. £2 2s

Coupe oblique de l'aérostat sur les dimensions de la Fig. 1^{re}
dans laquelle tous les instruments intérieurs sont représentés.

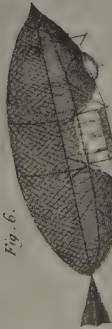
Fig. 2^{de}



Pêche contractée.

Pêche contractée.

Fig. 6.



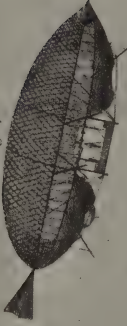
Inclinaison ascendante.

Fig. 8.



Vue de l'aérostat lorsqu'il aura
ses pannes basses.

Fig. 7.



Inclinaison descendante.

SCOTT'S FISH-SHAPED BALLOON
from
Baron Scott's Aérostat dirigeable
Paris, 1789.
See No. 140.

- [139] LA NAVE VOLANTE ED IL NUOVO MODO DI MANDARE IN ARIA IL
PALLONE AEREOSTATICO.

With three engraved plates.

22 pp. 8vo. Boards. Naples, *A spese di Salvatore Palermo*, 1789.

£10 10s

- [140] SCOTT (Baron). AÉROSTAT DIRIGEABLE À VOLONTÉ. A l'aide de cette machine, les voyages qu'on entreprendra, quelque grand qu'ils soient, seront terminés avec succès.

With two very large folding plates of airships, very similar to the Zeppelins.

8vo. Half calf. Paris, 1789.

(SEE ILLUSTRATION ON p. 55).

£16 16s

"As the difficulties of the problem became apparent, projects notably diminished. The oblong form and the possibilities of air-ballonets were amongst the few inventive ideas which survived. A design on these lines was described by Baron Scott, an officer in the Dragoons. The chief feature in Scott's fish-shaped balloon was the endeavour to attain some measure of dirigibility by fitting two air-pockets fore and aft, either of which could be drawn in to the envelope, thus increasing or diminishing the lift in the opposite end. By the alternate use of these ballonets—the idea of them doubtless adapted from Meusnier—Scott hoped to obtain an alternating inclination, first in ascent and then in descent, which with the help of oars would give a forward motion to his machine. Scott's designs show, perhaps for the first time, the angle which a dirigible must take when in a 'position ascendante' or 'position descendante.' The principle of the 'air-pockets' was adapted in the Parseval non-rigid airship (1908) which had no elevators." (See Hodgson's *History*, p. 33).

- [141] [BLANCHARD]. BALON. (A poem in Polish).

4 pp. 4to. Half calf. Warsaw, *Court printing office*. (ca. 1790).

£7 15s

Poem probably written in honour of Jan Potocki, who accompanied Blanchard on the 4th May, 1790, and was the first Pole who performed an air flight.

- [142] GERLI (Fratelli). MANIERA DI MIGLIORARE E DIRIGERE I PALONI AEREI INVENTATA E DIMOSTRATA DAI FRATELLI GERLI, MILANESI.

With 2 full-page copperplate engravings.

8vo. Boards. Rome, 1790.

£6 6s

(See Hodgson's *History*, p. 393. The brothers Gerli constructed the first balloon, at the expense of Paolo Andreani). See also Nos. 72 and 116 of this catalogue.

- [143] HIMERII SOPHISTAE QUAE REPERIRI POTVERUNT VIDELICET ECLOGAE ET DECLAMATIONES. Translated by Gottlieb Wernsdorf.

With portrait.

FIRST COMPLETE EDITION. 8vo. Morocco, with Arms of Theodore Williams on sides, g.e. Göttingen, 1790.

£2 10s

Oratio XXV. gives one of the few accounts of Abaris and of his flying costume.

[144] PIGNOTTI. FAVOLE E NOVELLE.

FIRST EDITION. *With engraved frontispiece and portrait and plate.*

2 vols. 12mo. *Calf. Livorno (1790).*

£4 4s

Early poems on the balloon in Vol. 2.

[145] TRUSLER (Rev. Dr.). THE PROGRESS OF MAN AND SOCIETY.

With illustrations.

Small 8vo. *Boards. London, 1791.*

£1 10s

An early educational book: "An Air Balloon" (p. 217). This book is supposed to have been written for a child of nine.

[146] BURNS (Robert). POEMS, chiefly in the Scottish Dialect.

With portrait.

2 vols. in 1. 8vo. *Calf. Edinburgh, 1794.*

£7

This contains an allusion to the "*Lunardi Bonnet*" in a poem "to a Louse" . . . "but Miss's fine Lunardi! fie, How daur ye do't."

[147] DESCRIÇÃO DO NOVO INVENTO AEROSTATICO, OU MAQUINA VOLANTE.

With folding coloured plate of Montgolfier's balloon in 1783.

12mo. *Calf. Lisbon (c. 1794).*

£12 12s

Contains description of the Montgolfier balloon and Gusmão's invention.

[148] LUNARDI (Vicente). A VIAGEM AREA DO CAPITÃO VICENTE LUNARDI, por elle escripta.

With the extra portrait of Lunardi with Spanish Text.

8vo. *Boards. Lisboa, Simão Thaddeo Ferreira, 1794.*

£18 18s

His account of his aerial trip from Lisbon to Lavre. Lunardi died in 1806, in Portugal, where he was buried.

[149] EULER (Leonhard). LETTERS TO A GERMAN PRINCESS. On different subjects in Physics and Philosophy. Translated from the French by Henry Hunter.

2 vols. 8vo. *Or. calf. London, 1795.*

£3

Euler was a famous philosopher of St. Petersburg who studied the laws of the ascending motions of Air Balloons. These letters contain many observations upon the air and gravity. Euler's last hours in the autumn, 1783, were occupied in working out mathematical problems relating to balloons.

[150] VALGOMA (Joseph de). OBSERVACIONES y discursos sobre el modo de establecer unos buque volantes para viajar en la region del ayre, con direccion determinada, tomando idéa de las aves, así como para navegar se tomó idéa de los peces.

128 pp. Small 8vo. *Calf. Madrid, Don Blas Roman, 1795.*

£11

See Diaz Arquer's *Historia de la Aeronautica en España*, No. 78: where his plate 48 reproduces the title of this scarce work, "*libro curiosísimo*."

[151] FONTENELLE. ENTRETIENS SUR LA PLURALITÉ DES MONDES.

Large and thick Paper Copy, with fine portrait after Forty engraved by Langlois and one very interesting plate showing the Planets.

4to. *In a magnificent eighteenth-Century Mosaic morocco binding.*

Paris, Didot le Jeune, 1796.

£63

In this magnificent book, printed by Didot le Jeune in 1796, at the best period of his printing, it is most interesting to find a section devoted to flying, and the importance of flight for the knowledge of Astronomy and other worlds than our own. This section is on pages 75-77. See note to No. 33 of this catalogue.

[152] LAVOISIER. ELEMENTS OF CHEMISTRY. Translated from the French by Robert Kerr.

Illustrated by 13 copperplates.

Third Edition. 8vo. *Calf. Edinburgh, 1796.*

£2

Lavoisier was the French link with Priestley, Black and Cavendish, the scientific forerunners of the air balloon. He introduced the term hydrogen in place of inflammable air about the year 1790.

[153] FAUJAS-ST.-FOND. VOYAGE EN ANGLETERRE, en Écosse & aux Iles Hébrides.

Illustrated. 2 vols. 8vo. Or. boards. Uncut. 1797.

£6

Giving details of Andreani, Priestley and Dr. Sheldon, etc.

"During the journey through England in the autumn of 1784 (mainly for purposes of geological exploration) the author made inquiries of Priestley and others on the chemistry of aerostation which doubtless tended to stimulate a reciprocal interest among English scientists. Further, Faujas was accompanied on this journey to Scotland by Paolo Andreani who had been the first to make a balloon ascent in Italy at Milan on February 25, 1784." (See Hodgson's *History*, p. 160).

[154] BARTHEZ (P. J.). NOUVELLE MÉCANIQUE DES MOUVEMENTS DE L'HOMME ET DES ANIMAUX.

4to. *Half bound. Carcassonne, 1798.*

£3 3s

Pages 190-230. Du vol des oiseaux.

[155] MAGNET (W.). THE NEWTONIAN SYSTEM OF PHILOSOPHY.

Illustrated with copperplates and cuts.

12mo. *Or boards. London, 1798.*

10s

With references to the Air Balloon on pp. 57 and 58, and a cut.

[156] FAUJAS-SAINT-FOND (B.). TRAVELS IN ENGLAND, SCOTLAND, AND THE HEBRIDES.

FIRST ENGLISH TRANSLATION. *With plates after the Author.*

2 vols. *Half calf. London, 1799.*

£5 10s

See note to No. 153 of this catalogue.

- [157] GARNERIN (André Jacques, 1770-1825). LETTRE DU CITOYEN GARNERIN, AU DIRECTOIRE EXECUTIF.

4 pp. 8vo. *Preserved in buckram portfolio. Paris, 1799.* £3 3s

Garnerin was the first to descend from a balloon by parachute and rendered military services to France. Under the Directory he became the official aeronaut of the Government. (See Hodgson's *History*, pp. 218-9).

- [158] RASPE: *pseud.* MUNCHAUSEN (Baron). GULLIVER REVIVED: or, The Vice of Lying properly exposed. Containing singular Travels, Campaigns, Voyages, and Adventures in Russia, the Caspian Sea, Iceland, Turkey, etc. . . . Also, An Account of a Voyage to the Moon and Dog-Star.

With folding frontispiece of the flight to South America, and many extraordinary engraved plates.

Eighth Edition. 2 vols. in 1. Small 8vo. *Old half calf.*

London, for G. Kearsley, 1799-1801. £4 4s

The second part is entitled "A Sequel to the Adventures of Baron Munchausen." The letter-press is cut from practically all of the plates in this part. Many of the plates are of aeronautical interest.

- [159] [ZAMBECCARI (Count Francesco)]. MEMORIA INTORNO AI GLOBI AEREOSTATICI. Recitata ai 13 Brinatore Anno IX Repubblicano (4 Dicembre 1800 v.s.) dal Cittadino Saladini.

8vo. *Boards.* [Bologna, 1800]. £6 6s

Count Francesco Zambecari (1755-1820) served in the Spanish navy, came as refugee to England and made his first aerostatic experiment in London, Nov., 1783.

After an adventurous life in Russia, as chief favourite of the Empress Catherine II. and in the Dardanelles as prisoner of the Turks, he died in Italy, near Bologna, when he leapt from the car of a flaming balloon.

- [160] KAISERER (Jakob). UEBER MEINE ERFINDUNG EINEN LUFTBALLON DURCH ADLER ZU REGIEREN.

With a remarkable large folding plate, showing the author driving a pair of harnessed Eagles from a balloon.

4to. *Wrappers.* Vienna, 1801 (Facsimile Reprint made in 1903).

£1 10s

The author does not seem to have put his ideas into practice. Probably on reflection, he thought of the possibility of his pair of eagles turning on the balloon and its occupants and did not wish to incur the risk of going aloft with four eagles, one pair harnessed to the balloon and another pair inside the car, to take the place of the first pair, when they were tired, according to his scheme.

- [161] [MORRIS (Rev. Ralph)]. THE LIFE AND ASTONISHING TRANSACTIONS OF JOHN DANIEL.

With a stipple engraving.

8vo. *Half calf.* London, S. Fisher, 1801.

£12 12s

"The son of the shipwrecked smith is described as experimenting with plane surfaces on the resistance offered by the air, and the support thus afforded to his own weight.

[MORRIS (Rev. Ralph).]—*cont.*

Subsequently the youth builds a machine, consisting in the main of a flat surface (like a floor or stage) in a frame of wood and finely wrought iron-work, beneath which were several ribbed wings—'cloathed with callicoe dipt in wax'—actuated by means of a pump and enabling him to fly in the air 'without any other support than a sea mew hath.' Despite the doubts and fears of his father, the young mechanic mounts his 'Eagle,' begins to work his pump-handles, and (in the words of the parent's narrative) 'rising gently from the posts, away he went, almost two miles; then working his contrary handle, as he told me, he returned again, and passed by me to the other end of the mountain; then soaring a little as he came near me again, Father says he, I can keep her up, if you can guide her to the posts.' Having assisted in landing the machine on a prepared staging, the astonished parent is induced to go for a flight, when 'making all fast, Father, says he, lie you, or sit close to the pump on that sides, whilst I work it on this; and seeing me somewhat fearful, Don't be afraid, says he, hold by the pump irons, you are as safe here as on the solid earth; then plying his handle, we rose, and away we went." (See Hodgson's *History*, p. 65).

[162] HENIN (Félix). MÉMOIRE SUR LA DIRECTION DES AÉROSTATS. Lu le 20 thermidor an X à la Société Académique des sciences de Paris.

With a fine plate showing a balloon equipped with sails and a large reversed parachute.

8vo. Half calf. Paris, 1802.

(SEE ILLUSTRATION OPPOSITE).

£6 6s

[163] CAVALLO (T.). THE ELEMENTS OF NATURAL OR EXPERIMENTAL PHILOSOPHY.

With 29 copperplates by Basire.

FIRST EDITION. 4 vols. 8vo. Or. calf. London, 1803.

£2

[164] DICTIONARY OF THE WONDERS OF ART.

With frontispiece showing Garnerin's First Parachute Ascent and Descent in England.

12mo. Calf (rebacked). London, 1803.

£2 2s

Pages 5-42 deal with Aeronautics, and pages 104-114 deal with Balloons.

[165] MUSAEUS (J. L.). FREUND HEINS ERSCHINUNGEN IN HOLBEIN'S MANIER. (Von Johann Schellenberg).

With 24 remarkably fine engravings after Schellenberg.

8vo. Half bound. Mannheim, 1803.

£6 6s

Chapter 4 is devoted to the Aerostat (pp. 28-35), and are accompanied by a remarkable engraving of a balloon burning and falling to the ground, involving the death of the passengers.

[166] ROSSI (Giocomo). L'AEREONAUTA BOLOGNESE. (A Poem on Zambeccari).

8vo. Boards. Bologna, 1803.

£6 6s

[167] ZAMBECCARI (F.). DECRIZIONE della macchina aerostatica del cittadino Francesco Zambeccari destinata a tentare il regolamento della medesima per l'Atmosfera.

With 3 large folding plates.

8vo. Half calf, t.e.g. Bologna, 1803.

£3 3s

See note to No. 159 of this catalogue.



Frontispice

Du mémoire sur la direction des Aérostats par f^{ie} H.

- [168] [ZAMBECCARI (Francesco)]. (NOTIZIA DELLA CADUTA NELL'ADRIATICO DELL CITTADINO ZAMBECCARI).

Small Folio. Broadside. *Rimini*, 14th October, 1803.

£3 3s

An account of Zambeccari's fall in the Adriatic.

Boffito, p. 468. "Only one other copy known in the Library of the University of Bologna." Zambeccari had a terrible experience with two companions in the Adriatic, and narrowly escaped drowning. (See Hodgson's *History*, p. 176).

- [169] DANZEL (Professeur). EPITRE SUR L'ART D'ACTIVER, DIRIGER LES AÉROSTATS.

4to. 24 pp. *Calf. Hamburg*, 1804.

£5 15s

- [170] ZAGURI (Pietro). MEMORIA SOPRA LA INVENZIONE AEREOSTATICA E SUOI PROGRESSI DEL NOBIL UOMO PIETRO ZAGURI.

With two remarkable plates (four illustrations).

8vo. Boards. *Padua*, 1804.

£10 10s

"Balloon shaped like a ship; combined with a parachute. The supports divided into gas chambers."

- [171] ZAMBECCARI (Francesco). DESCRIZIONE della Macchina Aerostatica del cittadino Francesco Zambeccari destinata a tentare il regolamento della medesima per l'Atmosfera.

With 3 large plates on 1 folding leaf.

8 pp. Sm. folio. *Wrappers. Venezia*, 1804.

£4 4s

- [172] ZAMBECCARI (F.). RELAZIONE DELL' ESPERIENZA AEREO-STATICA eseguita in Bologna li xxii Agosto 1804.

8vo. Boards. *Bologna*, 1804.

£3 3s

The above is a report of the "Società faultrice dell'esperienza aeronautico" in Bologna on the ascent of Zambeccari and Andreoli.

- [173] DANZEL (Professeur). CE QU'ON VOUDRA OU SUITE DE L'EPITRE SUR L'ART D'ACTIVER-DIRIGER LES AÉROSTATS.

4to. Boards. *Hamburg*, 1805.

£5 5s

Very scarce.

- [174] OVID. LES MÉTAMORPHOSES, edited by Villeneuve.

The full set of plates to illustrate this edition, including one frontispiece and 143 plates PROOFS BEFORE LETTERS after Le Barbier, Monsiau and Moreau, by Baquoy, Courbe, Dambrun, Delveaux, de Ghendt, Halbou, Hulk, Langlois, R. de Launay, Malbeste, Mariage, Quéverdo, Thomas and Trière.

LARGE PAPER COPY. Folio. Brown morocco, gilt border on sides, ornamental gilt back, g.e. *Paris*, 1806.

(SEE ILLUSTRATION OPPOSITE).

£25

With the famous plate of Daedalus and Icarus.



DAEDALUS AND ICARUS,
from
Ovid. Les Métamorphoses.
Paris, 1806.
See No. 174.

- [175] DU PRE (F.). MEMORIA SULL AEROSTATO DI PASQUAL ANDREOLI, esposto nella Chiesa di S. Giorgio Maggiore il di 21 Novemb. 1806.

With a large folding plate and another.

8vo. *Wrappers. Venice, 1807.*

(SEE ILLUSTRATION ON p. 66).

£6 6s

"Ascents of scientific interest were made by Pasquale Andreoli in 1807-10 at Milan, Padua, etc." (See Hodgsons *History*, p. 17).

- [176] [DEGEN]. J. C. STELZHAMMER. BESCHREIBUNG EINER NEUEN FLUGMASCHINE VON JAKOB DEGEN.

With large folding plate of the ornithopter flying machine.

4to. *Wrappers, uncut, unopened edges. Vienna, 1808.* £10 10s

Together with the "*Beylage*" by J. C. Stelzhammer describing changes in the machine after the first public trial; also the same authors "Jakob Degens erstes Aufsteigen mit der Flugmaschine in Verbindung mit dem Luftballe ohne Leitschnur unternommen den 6 Sept., 1810, zu Laxenburg, 1810.

"Degen—following in a modified form the example of Blanchard—raised himself and his wings in the air beneath a small balloon. His experiments were carried on over some three years between 1808 and 1812, and attracted widespread attention; but though he exercised considerable ingenuity in the construction of his wings—made of silk stretched over an oblong conical frame-work, supported by king-post bracing, and affording a supporting surfaces of 130 square feet—his endeavours were fruitless." (See Hodgson's *History*, p. 45).

- [177] SATIRIC TALES; consisting of A VOYAGE TO THE MOON, ALL THE TAILORS and THE FAT WITCH OF LONDON, by Nicholas Lunatic, F.R.S.

8vo. *Half board. London, 1808.* £2 10s

- [178] WALKER (Thomas). TREATISE UPON THE ART OF FLYING, BY MECHANICAL MEANS, with a full explanation of the natural principles by which birds are enabled to fly; likewise instructions and plans for making a flying car with wings, in which a man may sit, and, by working a small lever, cause himself to ascend and soar through the air with the facility of a bird.

With large folding plate.

FIRST EDITION. 8vo. *Half calf. Hull, 1810.*

(SEE ILLUSTRATION OPPOSITE).

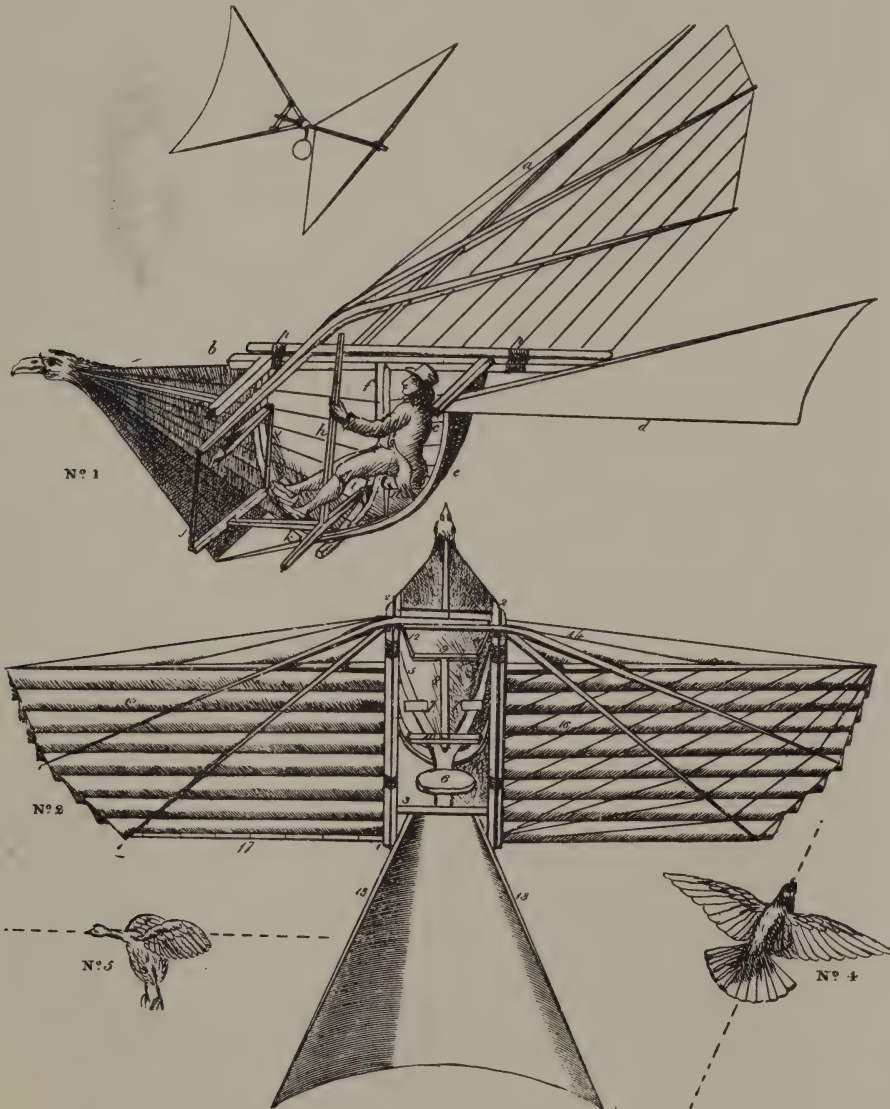
£25

First edition of one of the rarest English books on Aviation.

"Walker's ideas on the practicability of flight as a means of aerial transportation were based (as stated on the title-page of his treatise) upon 'the natural principles by which birds are enabled to fly. It is evident the flight of birds was a subject on which for many years he diligently read and observed—in his early life he dissected many birds and 'studied very minutely the mechanism of their wings, tails and all the parts which they employ in flying. On the evidence of his reading—which reveals an unusual reference to Willughby, and which the author himself states would have enabled him to compile a large volume from all that had been said on the subject throughout the ages he avers 'that no one has ever understood the natural means of flying,' and he dismisses as 'childish whims' all attempts hitherto made with wings, whether of silk, leather, sheet iron, or other materials. Throughout the book he insists on the fact that granted the possession of the 'two greatest requisites' for flying, viz, 'wings large enough' and 'sufficient power to work them,' the weight of a bird—or of a man—is no obstacle to the art of flying. In respect of his
(continued over)

WALKER (Thomas)—*cont.*

own scheme for 'artificial flying' which, conceived on an analogous plan, was designed to overcome the difficulty of the insufficient strength of man's arms, and (as hitherto attempted) the unsupported weight of his body—he claimed, with that complete assurance which is rarely convincing, 'there cannot remain a doubt of success.' Walker admits that 'professional avocations and other circumstances'—which it is safe to assume included lack of money—prevented him from making any such machine as he described on paper, and indeed the only experiment he himself records was confined to diminutive paper models. It should, however, be added that a contemporary—who as a resident of Barton-on-Humber doubtless wrote with some personal knowledge—stated that Walker made a machine, but 'was unable to raise himself from the platform on which the car was placed.'” (See Hodgson's *History*, pp. 351-3).





See No. 175.

- [179] [SADLER (James, confectioner of Oxford)]. BALLOON. An authentic narrative of The Aerial Voyage, of Mr. Sadler, across the Irish Channel, from Belvedere House, Drumcondra, in the neighbourhood of Dublin, on Thursday, October 1st, 1812. With some observations on the important objects connected with Aerostation. To which is annexed a chart of the Channel, Shewing his Course and place of Descent.

With a chart of the Channel.

8vo. *Half calf, t.e.g. Dublin*, 1812.

£15 15s

- [180] MOUNSEER NONGTONPAW. OR THE DISCOVERIES OF JOHN BULL IN A TRIP TO PARIS.

With 12 coloured plates.

12mo. *Wrappers. London*, 1813.

£3 10s

Plate X shows a balloon ascending from a field before a crowd of excited people. The text opposite the plate is descriptive of the ascent.

- [181] C. (G. S.). THE SECOND PART OF AMUSEMENT FOR GOOD CHILDREN, OR, an Exhibition of Comic Pictures by Bob Sketch.

12mo. *Or. wrappers. London* (1814).

£1

See pp. 41-42 re balloons.

- [182] COTTEREL (F. F.). PROMENADES AERIENNES, ou Montagnes françaises considérées sous le rapport de l'agrément et de la Santé.

With a plate. 8vo. Cloth. Paris, 1817.

£1 1s

An introduction to "Gliding."

- [183] FRANKLIN (Benjamin). CORRESPONDANCE inédite et secrète, 1753-1790.

With portrait. 2 vols. Small 8vo. Calf. Paris, 1817.

£7 10s

For ballooning references see the letters to Sir Joseph Banks, Dr. Price and A. M. Vol. I, p. 156, Dr. Price; 108, Sir J. Banks; 193 to A. M.

These letters are extremely interesting because it was through Banks, the President of the Royal Society, that some sense of the reality of the French experiment was conveyed to England, and later was of assistance to Lunardi.

"Benjamin Franklin, one of the earliest scientific supporters of the balloon, wrote letters to Sir Joseph Banks, describing the first ascents witnessed by him in Paris." (See Hodgson's *History*, p. 20.)

- [184] ROBERTSON (E.). RELACÃO DA VIAGEM AEROSTATICA.

With portraits of the 2 Robertsons, and 2 fine folding plates, (1) of the Balloon, (2) of the Minerva.

8vo. *Wrappers. Lisbon*, 1817.

£10 10s

- [185] CASELLI (Vicenzo). LA FORZA MAGICA DELLA NATURA E DELL' ARTE, sparsa di note scientifiche, istoriche, geografiche ed erudite.
With engraving of a balloon in flight.
 8vo. Vellum. Naples, 1818. £4 4s

- [186] MILTON (John). THE HISTORY OF BRITAIN.
 Royal 8vo. Boards. London, 1818. 15s

Contains an account of the flying experiences of Bladud (p. 14); and the flying experiences of Elmer the monk at Malmesbury (p. 257).

"The story of Oliver's attempted flight is that 'he in his youth strangely aspiring, had made and fitted Wings to his Hands and Feet; with these on the top of a Tower, spread out to gather air, he flew more than a Furlong; but the wind being to high, came fluttering down, to the maiming of all his Limbs; yet so conceited of his Arts, that he attributed the cause of his fall to the want of a Tail, as Birds have, which he forgot to make to his hinder parts.'" Beyond the permanent lameness which resulted from the fall nothing further is known of Elmer's flight, and it was only the 'strange-ness thereof' that afforded Milton the ground on which he deemed the story, otherwise too light for inclusion in a serious history, worthy of narration." (See Hodgson's *History*, p. 55.)

- [187] ROGIER (Charles, Sen.). A TREATISE ON THE UTILITY OF A ROCKET ARMAMENT, assisted by balloons, where ships of war cannot be accessible; both defensive and offensive to the annoying of the enemy's harbour.

With illustrations in text.

Second Edition. 8vo. Boards. Macclesfield, 1818. £7 7s

- [188] DONINI (G.). SAGGIO AERONAUTICO.

With 4 folding plates.

8vo. Wrappers. Florence, 1819. £5 5s

- [189] MOORE (F.). THE AGE OF INTELLECT, or clerical Showfolk and Wonderful Layfolk [in verse].

With frontispiece by Cruikshank showing an aerostat crossing the sea.

Small 8vo. Calf. London, 1819. £1 1s

- [190] RASPE *pseud.* MUNCHAUSEN (Baron). COMPLETE ORIGINAL EDITION of the surprising travels and adventures of Baron Munchausen . . . also an account of a Voyage into the Moon and Dog Star.

With forty copper-plates.

A NEW EDITION. 8vo. Or. boards, uncut. London, 1819. £5 5s

A chapter contains the "Extraordinary flight, on the back of an eagle, over France to Gibraltar, South and North America, the Polar Regions and back to England, within six-and-thirty hours."



LA MINERVE, vaisseau aérien destiné aux découvertes par le professeur Robertson
 Die Minerva, ein Luftschiff welches durch Professor Robertson zu einer Entdeckung bestimmt ist.
 (non, siehe die Erklärung nach)

- [191] ROBERTSON (Eugene). RELACÃO DA VIAGEM AEROSTATICA FEITA EM LISBOA NO DIA 14 DE MARÇO DE 1819 POR EUGENIO ROBERTSON, é dirigida por seu pai, Estevão Gaspar Robertson.

Small 4to. *Half calf. Lisbon, 1819.* £15 15s

An authentic report, printed on Mr. E. G. Robertson's instructions, of his son's aerial exploits in Lisbon on 14th March, 1819.

Although only nineteen years of age, Eugene Robertson had already begun to express a lively interest in aviation, the science in which his father had achieved an enviable reputation. Estevão (Stephen) Robertson was known in most of the European capitals as the areonaut who had accomplished some fifty notable flights. He received a warm welcome in Lisbon, where, as he reports, his young son made a somewhat sensational flight.

Full particulars of a technical nature are given, regarding the air, etc., at various altitudes, weight of machinery and pilot, etc. A sonnet and Ode to the son are included in the work.

Bound up are the following:—

GAZETA DE LISBOA, No. 297, of 15 December, 1819; No. 299, 18 December, 1819, both of which contain long and authentic accounts of Robertson's flights in Lisbon in December, 1819.

- [192] ROBERTSON. Another copy. *With portrait of the aviator.*

Small 4to. *Half calf. Lisbon, 1819.* £12 12s

- [193] GARNERIN (Jacques), *Famous French Aeronaut.* AU PUBLIC. (Broadside recommending his young pupil to the Public).

19 lines in French. (Size 8½ by 6 inches).

(Paris), 24th August c. 1820.

4s

- [194] ROBERTSON (Etienne Gaspard). "LA MINERVE," vaisseau aérien, destiné aux découvertes et proposé à toutes les académies de l'Europe. Deuxième édition revue et augmentée.

With four illustrations and a very fine large folding plate of the flying ship (almost a city).

8vo. Boards. [Vienna 1804, Degen imprimeur], Paris, réimprimé chez Hocquet, 1820.

(SEE ILLUSTRATION ON p. 69). £12 12s

For Robertson's entertaining MEMOIRS see No. 215 of this Catalogue.

- [195] ROBERTSON (Eugene). RELACÃO DA TERCEIRA VIAGEM AEROSTATICA DE MR. EUGENIO ROBERTSON, dirigida par seu pai, e EXECUTADA NO PORTO NO DIA 25 DE JUNHO 1820.

8vo. *Wrappers. Porto, 1820.* £10 10s

A description of Mr. Eugene Robertson's aerial voyage, organised to celebrate the King's birthday; dictated by his father, together with a collection of four little poems, copies of which were scattered to the onlookers as the balloon ascended.

- [196] CURIOSITIES FOR THE INGENIOUS. Selected from the most authentic Treasures of Nature, Science and Art.
With frontispiece engraving of the Flying Chariot of Stevinus.
 12mo. Or. boards. London, 1821. 6s
- [197] FONTENELLE (de). ENTRETIENS SUR LA PLURALITÉ DES MONDES, augmentés des Dialogues des Morts.
 12mo. Or. wrappers, uncut. Paris, 1821. 6s
 For aeronautical interest see note to No. 33 of this Catalogue. From the Library of the Comte de Chambord.
- [198] HUIISH (Robert). AN AUTHENTIC HISTORY OF THE CORONATION OF HIS MAJESTY, KING GEORGE THE FOURTH.
With 6 plates.
 8vo. Half bound. London, 1821. £1
 Gives on p. 279 an account of Sadler's ascent from the Green Park.
- [199] PALTOCK (R.). THE LIFE AND ADVENTURES OF PETER WILKINS among the flying nations in the South Seas.
With engraved title-page and frontispiece.
 12mo. Cloth (original wrappers bound in). London, 1822. £1 1s
 See note to No. 52 of this Catalogue.
- [200] FORSTER (Thos. I. M.). RESEARCHES ABOUT ATMOSPHERIC PHENOMENA. Third Edition. 8vo. Boards. London, 1823. £4 4s
 Presentation Copy. See p. 202 re aeronautics.
- [201] DUPUIS-DELCOURT (J. B.). MEMOIRE SUR L'AEROSTATION ET LA DIRECTION AEROSTATIQUE.
 4to. Half calf, t.e.g. Paris, 1824. £3 3s
 "Dupuis-Delcourt, himself an aeronaut, knew both Montgolfier and Charles, as well as Potain, Garnerin, Deegan, Lennox and others." (See Hodgson's *History*, pp. 338 and 392.)
- [202] DUPUIS DELCOURT and RICHARD (J. M.). BROADSIDE IN FRENCH advertising the ascent and departure of an aeronautical flotilla of five balloons by Messrs. Dupuis Delcourt and J. M. Richard, from the Champ-de-Mars, on Sunday the 13th of June 1824.
 (Size 11½ by 9 inches). Paris, 1824. 7s 6d
 The idea of the experiment made above with a "*flotille aérienne*," a main balloon and four smaller ones was to take advantage of upper currents, though without success." (See Hodgson's *History*, p. 35.)
- [203] NANNY FOULDS. LINES ON THE LAMENTED DEATH OF MR. SADLER, Who Was Thrown From His Balloon, On Endeavouring to effect a Descent, near Blackburn, on Wednesday, September 29th, 1824.
 Broadside. Leeds (1824). £1 10s

THE FIRST ATTEMPT TO CROSS THE IRISH SEA BY AIR (JUNE 17, 1785).

- [204] POTAIN (Dr.). RELATION AÉROSTATIQUE, DEDÉE À LA NATION IRLANDAISE.

With fine plate (portrait and view of the balloon).

4to. *Or. wrappers uncut [in cloth case].* Paris, 1824.

£14 14s

"The first attempt to cross the Irish Sea by air. The venture was made from Dublin on June, 17, 1785, by Dr. Potain, a Frenchman, apparently then living in Dublin. Very little is known of the ascent—so little indeed, that Monck Mason at one time ignored it, owing to his inability to find any one who recollected even the name of the aeronaut. Subsequently, however, he handsomely acknowledge the error in his 'Aeronautica,' 1838, and expressly apologized to Potain (who was then living in Paris, and to whose character as 'a most respectable veteran of aerostation' Monck Mason wished to do justice) for the omission. Potain's balloon was fitted with wings and a rudder, as well as a propeller or 'fly,' the mechanism bearing a strong resemblance to that used by Blanchard, the 'boat' or car of wicker-work (weighing 160 lb.) being rendered waterproof by a covering of oil-cloth, which it was hoped would keep it afloat for a considerable time even in a brisk sea. Nevertheless the further precaution was taken of fitting a net within the car, so that if necessary the latter could be cut away and dropped. On June 10 a notice was printed and issued to 'all owners of Fishing Vessels and Sea Boats in certain neighbouring Irish and English harbours,' announcing that Potain would ascend on the 16th inst., for the purpose of crossing from Dublin to Great Britain, and requesting assistance in case of need near the Welsh coast, it being explained that 'the Balloon will probably go before the wind'—a clause which clearly suggests that Potain had doubts as to the efficiency of his directional gear. The ascent was made from Marlborough Green, and after being carried at first north-east, the balloon at a higher elevation was subsequently driven directly south, and in about half an hour's time descended in the hills near Powerscourt, about sixteen miles from Dublin. Owing to some accident to the hoop Potain became entangled in the cords and was dragged along within a few feet of the earth for nearly two miles, though he escaped with nothing worse than considerable bruises. Finding himself among the mountains of Mullinaveague, the aeronaut (who could not speak English) found some difficulty, first in finding any house and then in revealing who he was. The question of identity he overcame by repeatedly saying, 'Potain,' 'Potain,' whereupon—the news of his daring venture having roused widespread interest and enthusiasm—the 'aeronaut met with a cordial reception.'" (See Hodgson's *History*, p. 177-178).

- [205] GARNERIN (Elisa). ESATTA DECRIZIONE del Globo e Pracadute dell' aeronauta Madamigella Elisa Garnerin in occasione del suo volo eseguito in Padova nell' anno 1825.

With fine portrait and large folding map.

8vo. *Calf.* Padua, 1825.

£6 10s

Mlle. Garnerin was the niece of the famous aeronaut A. J. Garnerin, and was the first woman who ventured to quit the balloon in the frail parachute, and afterwards performed the perilous experiment no less than 30 times throughout Europe.

- [206] MAGISTRINI (Giovan-Battista). CONSIDERAZIONI Geometriche e Pratiche sopra le macchine aereostatiche a gas idrogeno.

With one folding plate.

Sm. folio. *Boards.* Modena, 1825.

£4 4s

- [207] ORLANDI (Francesco). DESCRIZIONE DELL' AEROBATA O MACCHINA AEREOBATICA COSTRUTTA DA FRANCESCO ORLANDI DI BOLOGNA.

With large plate.

Folio. *Half calf, t.e.g.* Bologna, 1824.

£3 10s

"Describing Orlandi's ascent and his combined hydrogen and his hot-air balloon."—(Hodgson).

ORLANDI (Francesco)—*cont.*

"Orlandi's invention combined a sperical gas-balloon above, with an inverted conical 'Montgolfière' below (the upper rim of the latter forming a parachute), and it was fitted with a pair of triangular wings or ears, together with a rudder. But though he appears to have made numerous ascents with the machine in Italy and in Spain, the novel ideas it embodied did not prove of any value as a contribution to the problem of dirigibility." (See Hodgson's *History*, p. 40.)

- [208] ORLANDI (F.). NARRAZIONE DELL' AEREOBATICO ESPERIMENTO TENTATO IL 30 AGOSTO 1825 ED ESEGUITO IL SETTE SETTEMBRE IN BOLOGNA DA FRANCESCO ORLANDI.

With fine portrait of Orlandi, below the balloon.

8vo. *Wrappers.* Bologna (1825).

£4 4s

See Note to No. 207 of this Catalogue.

- [209] COUTELLE & FERRY. SUR L'APPLICATION DES AÉROSTATS. (Extracts taken from the *Revue Encyclopaedique*). *With four extra illustrations.*

8vo. *Cloth.* 1826.

£2 10s

Coutelle gives in detail his experience of the first military use of the balloon at Fleurus Ferry for the first use of balloons for telegraph purposes.

- [210] PARTINGDON (Charles F.). A MANUAL OF NATURAL AND EXPERIMENTAL PHILOSOPHY, being the substance of a Series of Lectures delivered in the London, Russell, Surrey and Metropolitan Institutions.

With illustrations.

8vo. *Half calf.* London, (1827).

£1 18s

Contains an interesting chapter on Aerostation.

- [211] ORLANDI (Francesco). DESCRIZIONE DEL VOLO AEREOBATICO, eseguito in Genova, la domenica 22 Giugno 1828.

Sm. 8vo. *Boards.* Bologna, 1828.

£5 5s

Francesco Orlandi had assisted Zambeccari and played a considerable part as a pioneer of the balloon. He made his first ascent at Bologna in 1825 and constructed an *Aéro-Montgolfière*. See Note to No. 207 of this Catalogue.

- [212] TIME'S TELESCOPE, or THE ASTRONOMER'S, BOTANIST'S AND NATURALIST'S GUIDE FOR 1929.

Numerous illustrations.

Small 8vo. *Or. boards.* London, 1829.

10s

On p. 294 M. Garnerin died. 2 pp. With illustration and also a poem by Darwin.

- [213] DUPUIS-DELCOURT (J. B.). ESSAI SUR LA NAVIGATION DANS L'AIR.

8vo. *Half calf.* Paris, 1830.

£3 10s

See Note to No. 201 of this Catalogue.

- [214] DUPUIS DELCOURT. MR. DUPUIS DELCOURT qui montait le ballon parti du Palais de la Chambre des Députés le 29 juillet, nous adresse quelques observations relatives à son ascension et aux idées de navigation aérienne auxquelles cet aéronaute a consacré son travail et ses recherches depuis plus de dix ans.

4pp. *Lithographed*. 8vo. (*Paris*) circa 1830.

15s

An account by Dupuis Delcourt of his observations on distances and conditions of the atmosphere when ascending in his balloon over Paris.

- [215] ROBERTSON (Etienne Gaspard). MÉMOIRES RÉCRÉATIFS, scientifiques et anecdotiques.

With numerous plates and illustrations.

2 volumes. 8vo. *Half morocco*. *Paris*, 1831.

£7 7s

Very curious memoirs containing the following relating to aeronautics: "Services des aérostats aux armées de Sambre-et-Meuse et du Rhin. Montgolfière en Egypte. Première expérience en parachute de Garnerin. Garnerin et le conseiller d'Hermbstaedt. Craintes bizarres du Senat de Hambourg. Stations dans l'air, Jusqu'où peut s'élever un aérostat. Première Montgolfière à Vienna. Deux échecs de Blanchard sur trois essais. Combustion spontanée d'un aérostat. Robinson aéronaute. Projet de suicide en ballon. Ascension entre deux mers," etc.

First Edition of these famous memoirs, which contain accounts of Robertson's aeronautical and scientific work.

- [216] [ROBERTSON (Eugene)]. ROCH (E.). ESSAIS SUR LES VOYAGES AÉRIENS D'EUGENE ROBERTSON en Europe, aux Etats-Unis d'Amerique et aux Antilles. 8vo. *Or. wrappers*. *Paris*, 1831.

£5 10s

- [217] DUPUIS-DELCOURT (Jean Baptiste). RELATION DU VOYAGE AÉRIEN FAIT À PARIS LE 29 JUILLET 1831, lors des fêtes publiques destinés à célébrer l'anniversaire des trois jours.

With an "aerographic map."

8vo. *Half calf, t.e.g.* *Orig. covers preserved*. *Paris*, 1832.

£3 3s

The festival was to celebrate the first anniversary of the "July Revolution" of July, 1830, when the Bourbons lost the French throne, which was thereupon occupied by Louis-Philippe, cousin of Charles X.

- [218] FORSTER (T.). ANNALS OF SOME REMARKABLE AERIAL AND ALPINE VOYAGES, including those of the author; to which are added, observations on the affections to which aerial and mountain travellers are liable, and an essay on the flight and migration of birds.

With several woodcuts of balloons, etc.

Royal 8vo. *Half bound*. *London*, 1832.

£15 15s

"A useful record of early balloon ascents. On April 30, 1831, the author ascended from Moulsham, near Chelmsford, in order to make observations on the physical sensations experienced in a high ascent."—(Hodgson).

There are sections as follows:—Origin of aerostation; early attempts to fly; fire-balloons and aerial voyages; aerostation in England and other countries; aerial and alpine voyages since the year 1785; aerial voyage of the author; guiding balloons; power of steam,

FORSTER (T.).—*cont.*

as a means of impelling boats, not applicable to balloons; indicators of changing wind; of kites; of the affections of the organs of hearing occasioned by aerial voyages, etc.

BOUND UP WITH:—

FORSTER (T.). RESEARCHES ABOUT ATMOSPHERIC PHAENOMENA.

With a series of engravings illustrative of the modification of the clouds, etc., to which is added the calendar of nature.

Third edition. London, 1823.

Both works are presentation copies from the author. "The Annals" are an interesting link between the days of Sadler and Green.

[219] [EAGLE]. FULL AND CORRECT DESCRIPTION OF THIS EXTRAORDINARY MACHINE, AERIAL SHIP, THE EAGLE.

With folding woodcut representation of the First Aerial Ship The Eagle. "Now Exhibiting in the Grounds of the Aeronautical Society, Victoria Road, facing Kensington Gardens."

4pp. 8vo. Wrappers. London, J. Thompson, 1835. £6 6s

Description as on title-page: "This stupendous Machine is 160 feet long, 50 high, and 40 wide, constructed for establishing a direct communication between the Capitals of Europe. The first experiment of the new system of Aerial Navigation will be made from London to Paris, and back again, early in August."

"During June 1835 paragraphs appeared in the London press announcing that the 'European Aeronautical Society' for establishing direct communication between the capitals of Europe, proposed to exhibit the 'Eagle' in their 'dockyard' at Kensington, and that the first experiment would 'be made from London to Paris and back again.' It is, however, significant that at first there was no mention of any date, but subscribers were invited for a 'whole year' at two guineas, or for three or six months at proportionate rates.

"The 'ship' as exhibited in London apparently differed in some respects from its original Parisian counterpart. Both were cylindrical in shape with sharply conical ends, but the car, which in the Paris ship—at least as depicted in contemporary prints—was built close up under the envelope, was suspended to the machine exhibited in London some distance from the balloon by means of ropes fastened to a canvas belt running horizontally from the centre line. Moreover, oars and paddlewheels, as originally designed for propulsion, were superseded by four movable wings or flappers—two on each side—which were to be worked by means of chains from a central cabin forming part of the car. Presumably in both cases there was an air-ballonnet—as suggested by Meusnier and Scott—centrally placed within the envelope, and capable of being filled or exhausted by very simple means, while large rudders made—like the wings—of oiled lawn stretched over a canework frame, projected from either end. The dimensions of the London 'ship' were 160 feet long, 50 feet high, and 40 feet wide, the total weight being about 3,000 lb. The envelope was made of 2,400 yards of coarse cotton fabric, thoroughly varnished with india-rubber and covered by network. Fully inflated it was designed to contain 200,000 cubic feet of gas, giving a buoyancy of 15,000 lb. when filled with hydrogen, or 10,000 with coal-gas.

"It is fair to add that Count Lennox does not appear to have entertained extravagant hopes of achievement—he clearly stated his intention generally 'to go with the currents and not at all against them.' On this important point he claimed as a result of twenty years study, and 'a course of expensive private experiments,' to have learned of the existence of two currents, one usually blowing from the equator to the two poles and the other in a contrary direction—a phenomenon of which (like Green in his Atlantic crossing) he proposed to take advantage. The exhibition at Kensington opened towards the end of June and to judge from the repeated hand-bills which were printed up to the end of August, it was frequented by a large number of visitors. But save for the fact that yearly

(continued over)

[EAGLE]—*cont.*

subscribers were informed they would be allowed—as far as the capacity of the ‘ship’ permitted—a ‘free passage,’ nothing was said as to any ascent. Early in September, however, the ‘Eagle’ was removed from Kensington to Vauxhall Gardens, when it was stated that ‘a first ascent’ would be made during the month. It seems clear, however, that no attempt of any kind was made to ascend, and the exhibition finally closed in October.” (See Hodgson’s *History*, pp. 305-308.)

[220] REBENSTEIN (G.). LUFTSCHIFFKUNST MIT UND OHNE BEIHILFE DER AEROSTATIK.

With illustrations.

8vo. *Or. wrappers.* Nuremberg, 1835.

£4 4s

“Rebenstein proposed to make use of a series of inclined planes or slats, and on this principle he based a cubical-shaped ‘*Montgolfière*’ designed to fold together when the desired height was attained and thereafter glide down to its destination.” (See Hodgson’s *History*, p. 41.)

[221] MONCK (Thomas Mason). ACCOUNT OF THE LATE AERONAUTICAL EXPEDITION FROM LONDON TO WEILBURG.

8vo. *Or. wrappers.* London, 1836.

£4 4s

“Undertaken at the suggestion and expense of Robert Holland, who (according to Monck Mason) had long cultivated a practical acquaintance with the art of aerostation, the voyage was organized in the main to give a full trial to Green’s invention of the use of a more elaborate form of ‘guide-rope’ than he had hitherto used. The balloon having been lent for the occasion by the proprietors of Gye and Hughes, and the desire to make money out of the expedition being laudably absent, it was not advertised. Provided with numerous scientific instruments and taking a lavish amount of provision and wine, together with parachutes for dropping communications and fireworks for use in case of a landing in the dark, the ascent was effected from Vauxhall Gardens about 1 o’clock on November 7, 1836. The balloon was inflated to something like its full capacity, and Green is reported to have said that with a ton of ballast it would be possible to remain in the car for as long as three weeks. Soon after half past four the English coast-line was crossed near Dover Castle. In anticipation of a fall in altitude during the night, the improved ‘guide-rope’ fitted with copper vessels specially designed to act as floating ballast on the sea, was lowered into the water, though scarcely had this operation been completed when the sound of waves announced to the aeronauts that they had crossed the Channel—a fact which (night having fallen) was confirmed by the lights of Calais glittering far below. The crossing was thus accomplished—for the first time by Englishmen—at night, though without the danger and excitement of Blanchard and Jeffries’s famous exploit in January 1785, and in the short space of about an hour. (See Hodgson’s *History*, p. 150-151.)

[222] SMITH (Egerton). THE ELYSIUM OF ANIMALS.

With frontispiece of flying man.

8vo. *Boards.* London, 1836.

£1

Contains also an allusion to the fatal accident of Wyndham Sadler. Also, Cruikshank’s illustration of the Knacker’s Yard.

[223] COSTA (Marco Antonio). SAGGI SULL ‘AEROSTATICA E SULL ‘AERONAUTICA.

With frontispiece and a folding plate.

8vo. *Morocco.* *With arms of Ferdinand II. de Bourbon.*

Naples, 1837.

£3 3s

The above forms part I of the complete work. A second part was issued in 1838.

- [224] KAY (John). A SERIES OF ORIGINAL PORTRAITS AND CARICATURE ETCHINGS. With Biographical Sketches and Illustrative Anecdotes.

THE ORIGINAL EDITION. *With 357 plates.*

2 vols. Thick 4to. *Half morocco. Edinburgh, Hugh Paton, 1837-38.*
£5 5s

Sketch No. 36 (pp. 79-85), entitled "Vincent Lunardi in His Basket Ready to Ascend," contains a very interesting account of Lunardi's Flight in Scotland. There is a plate to this by Kay showing Lunardi in his balloon on his ascent at Edinburgh.

Sketch No. 38 entitled "A Group of Aeronauts" (pp. 86-89) and with its own plate showing seven persons and three balloons. In these pages there is a description of Mr. John Tytler, who was the first man to make aeronautical attempts at Edinburgh in 1784. The plate shows in addition to Tytler, Lunardi, James Nielson, a particular friend of Lunardi, John Mitchell, Sir William Forbes of Pitsligo (1739-1806), the friend of both Boswell and Johnson (a distinguished banker).

Sketch No. 22 (with plate) describes the life of Dr. Joseph Blackmore, an inventor of fixed air or carbonic acid gas.

(See also Hodgson's *History*, p. 108.)

- [225] MASON FILS (Monck). DETAILS SUR LE VOYAGE AÉRIEN DE LONDRES À WEILBURG (duché de Nassau).

8vo. *Wrappers. Paris, 1837.*

£1 10s

See Note to No. 227 of this Catalogue.

- [226] GARIBBO (Luigi). CENNI STORICI SULL' AERONAUTICA, fino alle recenti ascensioni fatte dal signor Green et compagni da Londra e da Parigi. Con appendice fino agli ultimi voli e tentativi per la direzione degli aerostati.

8vo. *Half bound. Florence, 1838.*

£3 10s

- [227] MASON (T. Monck). AERONAUTICA: or sketches illustrative of the theory and practice of aerostation comprising an enlarged account of the late aerial expedition to Germany.

With frontispiece, fine plates and woodcuts.

8vo. *Half calf. London, 1838.*

£3 10s

The introduction of coal gas, instead of hydrogen, by Mr. Green, is the most important advance in aerostation since the earliest days of the art. His large coal gas balloon in 1836 bore Messrs. Green, Holland and Mason from London to Weilburg in Nassau, distant 500 miles in 18 hours. Contains a full list of balloonists.

"In the enlarged edition published under the title '*Aeronautica, or Sketches illustrative of the Theory and Practice of Aerostation*,' Monck Mason exposed some of the common fallacies on the subject, and laid down the main principles governing the use of the balloon, while his reasoned contributions—printed as an appendix—on the important question of directing balloons showed an advance in the direction of 'strict mathematical induction.'" (See Hodgson's *History*, p. 254.)

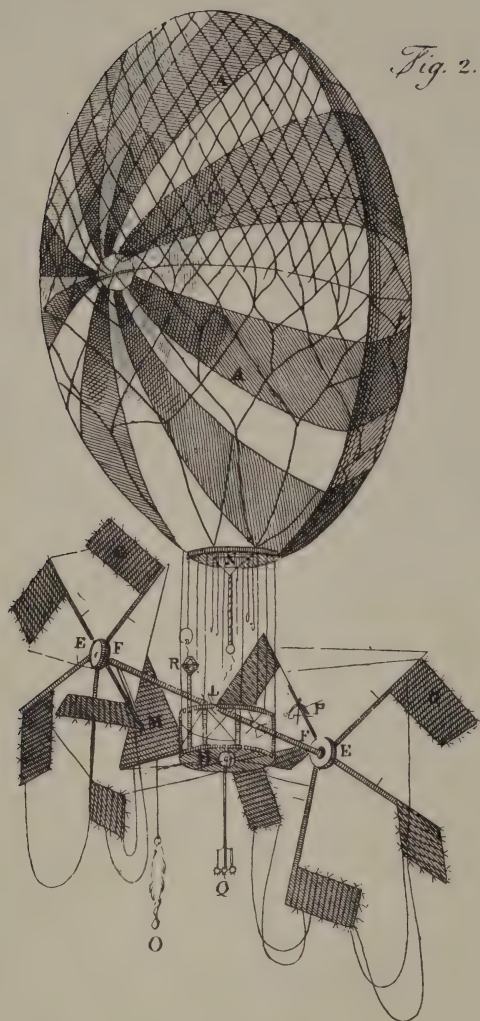
- [228] POOLE (John). CROTCHETS IN THE AIR, or, an (un)scientific account of a balloon-trip [from Vauxhall Gardens, with C. Green, Sept. 14, 1838.]

8vo. *Cloth. London, 1838.*

£1 1s

John Poole was best known as the author of *Paul Pry*.

- [229] MUZZI (Muzio). ALCUNI DOCUMENTI Sull' Aeronave Rettiremiga.
With large folding plate.
 8vo. *Wrappers.* Firenze, 1839.
 (SEE ILLUSTRATION OPPOSITE). £6 10s
- "Muzzi's balloon was of the 'hot-air' type—heated with a Davy lamp—but differed in shape from almost every earlier design in resembling a circular disk, from the axis of which Muzzi proposed to fix wing-like projections to act as paddle-wheels and to be worked by belts from the car. A triangular rudder was to be fitted from the circumference of the balloon, and (incidentally) devices were designed to record the rise and fall, as well as the direction of the wind. In a modification of his first design Muzzi altered the shape of the paddles or oars, and moved them to either side of the car, but such experiments as he made do not appear to have led him to any useful conclusions." (See Hodgson's *History*, p. 41.)
- [230] SANSON (A. J.). NOTICE EXPLICATIVE SUR LA NAVIGATION DANS L'AIR (Constatation).
 8vo. *Boards.* Paris, 1839. £4 4s
- "A revival of the 'fish-formed' dirigible appeared in a design by A. J. Sanson, who proposed to ascend (the balloon being in equilibrium) by means of wings, to obtain propulsion by four small paddle-wheels, and to steer by means of a large triangular rudder." (See Hodgson's *History*, p. 35.)
- [231] BEGIN (E. A.). ESQUISSES BIOGRAPHIQUES ET LITTERAIRES. Pilâtre de Rozier et les Aérostats.
 8vo. *Wrappers.* Metz, (1840). £3 3s
- Only 50 copies printed.
- [232] COMASCHI (Antonio). CENNO SULL' AEROSTATO DELL' AERONAUTA ANTONIO COMASCHI, Bolognese esposto nell' ottobre 1842 nel nobil Teatro di Apollo.
With a very large fine folding plate.
 8vo. *Half calf, t.e.g.* Rome, 1842. £5 5s
- Pages 1-20 contain a historical introduction referring to the part played by Italians in solving aeronautical problems.
- [233] CARVALHO (F. F. de). MEMORIA QUE TEM POR OBJECTO REVINDICAR PARA A NACÃO PORTUGUEZA A GLORIA DA INVENÇÃO DAS MACHINAS AEROSTATICAS.
 Folio. *Unbound.* Lisbon, 1843. £7 7s
- [234] COMIC ALMANACKS FOR 1843-1847.
With numerous illustrations by George Cruikshank, including "Air-um Scare-um Travelling"; also "Height of Speculation."
 Small 8vo. *Half board.* London, 1843-7. £2 2s
- Contains "Prospectus of the Aerial Building Company."



NAVE AERORTOPLOA

ovvero Aeronaue Rettiremigal

Abbozzo della Macchina modificata come apparisce nell'Ascensione da farsi

L'anno 1838

MUZZI'S PADDLE-WHEEL BALLOON.

See No. 229.

- [235] LEGRIS, *ingénieur civil*. ESSAIS SUR LA DIRECTION DES BALLONS d'après les principes du Bateau plongeur de notre Meccanique militaire publiée en 1835.

With illustration of a dirigible balloon.

7 pp. 8vo. *Half calf*. Paris, privately lithographed, 1844. £8 8s

- [236] GEORGE CRUIKSHANK'S TABLE-BOOK. EDITED BY GILBERT ABBOTT A BECKETT.

FIRST EDITION. 8vo. *Calf gilt*. London, 1845. £7 10s

This very amusing book of 84 pages, illustrated throughout by Cruikshank, contains an amusing article entitled "A Hint to Projectors," with three illustrations of the advantages of the use of Balloons for personal transport on the ground, and advising the promotion of "Everybody his own Balloon Navigation Company."

- [237] FORSTER (T. J. M.). PHILOSOPHIA MUSARUM. Containing songs and romances.

Frontispiece. 272 pp. Royal 8vo. *Cloth*. Bruges, 1845. £2 2s

A very curious book printed in Bruges (Belgium). Containing an impromptu poem composed while ascending in a balloon in 1831 (see p. 32).

- [238] VISSIAN (Massimino). CENNI SULLA NAVIGAZIONE aerea corredati dai nomi di tutti i piu celebri aeronauti e particolarmente di quelli che perirono in simili viaggi, colla Relazione di un viaggio aerostatica eseguito da Francesco Arban, pirotecnico ed aeronauta dell città di Lione.

With the rare large folding map showing Arban's course.

8vo. *Half calf*, t.e.g. Milan, 1845. £7 7s

- [239] ARBAN (François). IL TREDICESIMO VOLO ESEGUITO IN ROMA sul Monte Pincio ai 17 di Maggio del 1846.

With frontispiece showing portrait of Arban up in a balloon, waving his silk hat.

8vo. *Half calf*. Rome, 1846. £4 18s

- [240] [LAFUENTE (Modesto)]. GERUNDIO Y TIRABEQUE, VIAGE AEROSTATICO. Capricho Gerundiano; en que se da cuenta de la expedicion aérea que verificaron Fr. Gerundio y su lego en el globo de Mr. Arban y en su compañía, la tarde del 15 de Noviembre de 1847.

With five illustrations of early types of aircraft, etc., and a bird's-eye view of Madrid from a balloon.

8vo. *Half calf*. Madrid, 1847. £5 5s

Diaz Arquer, *Historia de la Aeronautica en España*, No. 118, reproduces the title on plate 64.

A graphic description of an alleged aerial voyage undertaken by Father Gerundio, with the owner of the balloon. The narrative, which contains some amusing dialogue, describes how the ascent was made from Madrid under almost secret conditions "according to plan," and the aviators' sensations in mid-air.

- [241] MAREY-MONGE (Edmond). ETUDES SUR L'AÉROSTATION.

With 9 large plates.

8vo. *Half calf, t.e.g. (Or. wrappers preserved).* Paris, 1847. £2 15s

"A scientific treatise, but containing valuable notes on Meusnier's dirigible, etc." (Hodgson). Contents: Condition de la navigation aérienne. De la direction, de la forme de l'enveloppe, ascension et descente sans perte de gaz; projet du Baron Scott, Meusnier, moyen proposé par l'auteur. Expériences de Green. Ascension et descente à l'aide d'un plan incliné. Construction d'un ballon de cuivre, pp. 185-230. Diagrams, Nos. 16, 58, 59, 60, 61, represent drawings of Meusnier's projected dirigible airship.

- [242] NAVE ATMOSPHERICA Y TENTATIVA, sobre la posibilidad de navegar por el ayre, no solo especulativa, sino practicamente. Con licencia reimpressa en Barcelona, por Pedro Gomita y Giralt, impresor, en la calle de Xucla, año 1784.

Frontispiece with illustration of a curious airship.

Small 8vo. *Wrappers.*

Barcelona (Reprinted by Tomas Gaspar), 1847. £7 7s

Diaz Arquer, *Historia de la Aeronautica en España*, No. 119, reproduces the title on his plate 65.

An attempt to solve the problem of aerial navigation. The book bears its individual number and printer's "rubrica" (sign), the edition being a strictly limited one.

- [243] PENTINI (Francesco). LETTERA a S. E. il Signor Principe D. M. A. Borghese sulla direzione delli globi areostatici, sulla teoria dell' atmosfera e sue correnti non che sulla causa produttiva la direzione dell' arco magnetico in linea parallel alli Poli.

With a large folding plate.

4to. *Half calf.* Rome, 1847. £2 15s

- [244] VAN HECKE. NAVIGATION AERIENNE. Mémoire du docteur Van Hecke avec pièces authentiques à l'appui en réponse à la révéndication que M. Van Esschen vient d'adresser à la chambre des représentants pour la priorité d'Invention de la Navigation aérienne.

Folio sheet. Bruxelles, 1847. 10s 6d

Report and correspondence re Dr. Van Hecke's invention *Navigation Aérienne* which Mr. Van Esschen disputes as being his.

- [245] DUPUIS-DELCOURT (J. B.). EMPLOI DES MACHINES AÉROSTATIQUES AUX RECONNAISSANCES MILITAIRES.

4 pp. 8vo. Paris, 1848. 10s 6d

- [246] THE AERIEL ADVERTISER. A NEW ERA IN BALLOONING. Small poster showing balloon advertising a magazine entitled "The Balloon or Aerostatic Magazine, embellished with highly finished aerostatic engravings and published on the 1st August. Edited by Henry Wells (*pseud.* for Henry Coxwell)."

Size 4½ inches by 3½ inches. (London, before August, 1845).

10s 6d

Coxwell's "The Balloon" was the first English Aeronautical Magazine. It was first issued on August 1, 1845, and discontinued after the publication of four numbers. (See Hodgson's *History*, p. 265.)

- [246a] NEUSTÄDT (Bernhard). DER AËRONAUT. Original-Lustspiel in vier Aufzügen. (Als Manuscript für die Buehne gedruckt).
8vo. *Boards*. Breslau, 1849. £1 10s
- [247] DUPUIS-DELCOURT (J. B.). NOUVEAU MANUEL COMPLET D'AEROSTATION OU GUIDE POUR SERVIR À L'HISTOIRE OU À LA PRATIQUE DES BALLONS.
With 16 folding plates including portraits of early aeronauts.
8vo. *Half calf, t.e.g.* Paris, 1850. £2 2s
"A useful and comprehensive little volume, based on original sources and in the main reliable. Dupuis-Delcourt, himself an aeronaut, knew both Montgolfier and Charles, as well as Potain, Garnerin, Degen, Lennox and others." (Hodgson). Contains a bibliography and research on aerial currents.
- [248] WISE (John). SYSTEM OF AERONAUTICS, comprehending its earliest investigations and modern practice and art, containing an account of the various attempts in the art of flying by artificial means, from the earliest period to the discovery of the aeronautic machine by the Montgolfiers in 1782, and to a later Period. With a brief history of the author's fifteen years' experience in aerial voyages.
With portrait and 12 plates illustrating famous aerostats.
8vo. *Or. cloth*. Philadelphia, 1850. £4 4s
"Mainly dealing with Wise's own experience." (Hodgson.)
"In the United States, John Wise accomplished during a long career a large number of ascents, perhaps the most remarkable being that made in 1859, when he travelled 1,120 miles from St. Louis to Henderson, N.Y. But in the main his exploits were unimportant, though occasionally they were of an exciting character, some dangerous experiences of the latter kind leading him (about 1845) to the first suggestion of a form of ripping-cord." (See Hodgson's *History*, p. 26.)
- [249] ZEISE (H.). DIE AERONAUTIK FRUEHER UND JETZT, nebst Vorschlägen zu einer vervollkommneteren Luftschiffahrtskunst und Benützung des Luftballs für technische und industrielle Zwecke.
With folding plate.
8vo. *Wrappers*. Alltona, 1850. £2 2s
- [250] LODI (Angelo). NUOVO MECCANISMO PER LA DIREZIONE DELLA NAVIGAZIONE AEREA.
With folding colour-plates.
8vo. *Half calf, t.e.g.* Torino, 1851. £6 6s
A concise account of the history of aviation, since the days of Francesco de Lana, whose scheme for the conquest of the air was put forward in 1670. A fellow-citizen of Zambeccari. Angeli Lodi of Bologna now considers that he has arrived at a solution of the problem. . . . His model is ingeniously constructed . . . and there is no doubt that this mechanism will greatly diminish the difficulties of aviation. Then follows a technical description of the machine.
- [251] MELLER JEUNE (Prosper). DES AEROSTATS. Navigation Aérienne; Chemin de Fer Aérostatique; Aérostats Captifs.
8vo. *Wrappers*. Bordeaux, 1851. £1 5s

- [252] MERRYWEATHER (George). AN ESSAY EXPLANATORY OF THE TEMPEST PROGNOSTICATOR.

With frontispiece showing the Prognosticator which was exhibited at the Great Exhibition.

8vo. Or. cloth. London, 1851.

£1 1s

This also contains an interesting letter (printed) from Faraday alluding to the author's work.

- [253] PERREYMOND. NOTIONS ÉLÉMENTAIRES SUR L'AÉRONAUTIQUE ET SUR LES SCIENCES ACCESSOIRES À CET ART.

8vo. Or. wrappers. Paris, August, 1851.

£2 2s

- [254] TURGAN (Julien). LES BALLONS. Histoire de la locomotion aérienne. Précédée d'une introduction par Gérard de Nerval.

With 1 plate and 17 illustrations.

Small 8vo. Half morocco. Paris, 1851.

£1

Contains a list of the first lady aeronauts.

- [255] WILSON (G.). THE LIFE OF THE HON. HENRY CAVENDISH, including Abstracts of his more important scientific papers.

With portrait.

8vo. Or. cloth. London, 1851.

£1 10s

Contains many details concerning Priestley, Watts and Lavoisier.

"Cavendish experimented with inflammable air and determined its specific gravity."

He also analysed samples of upper air procured by Dr. Jeffries.

- [256] BESCHERELLE AINE. HISTOIRE DES BALLONS et des Locomotives aériennes depuis Dédale jusqu' à Pétin.

With 18 illustrations.

Royal 8vo. Or. wrappers. Paris, 1852.

18s

Contents: Cabriolet volant; wagon aérien; ballon de cuivre; bateau volant; globes de verre; le voador; navires aériens; sociétés pour la navigation aérienne; aéroistiers militaires, etc.

- [257] SANSON (Père et fils). LES VRAIS PRINCIPES DE LA NAVIGATION AÉRIENNE, ou l'énigme de l'année 1839 dévoilée.

With illustrations.

8vo. Half calf. Paris, 1852.

£5 5s

See Note to No. 230 of this Catalogue.

- [258] T(AILLEPIED) DE LA G(ARENNE), (Vicomte). DOMITOR OU LE DOMPTEUR DE L'AIR.

With 3 very curious plates.

8vo. Half calf. Paris, 1852.

£3 3s

- [259] TAILLEPIED DE LA GARENNE (Vicomte). NOTICE SOMMAIRE RELATIVE AUX ÉLÉMENTS D'UN PROJET DE NAVIGATION AÉRIENNE, EN DEHORS DES CONDITIONS EXPÉRIMENTÉES JUSQU'À CE JOUR.
4to. *Paris*, (about 1852). 6s

- [260] TREILLE (A.) and MEYER (A.). SOLUTION D'UN GRAND PROBLÈME.
La navigation aérienne réalisable par la substitution au ballon sphérique du ballon en couronne.
With 3 folding plates. 8vo. *Wrappers.* *Noyon*, 1852. £3 3s

- [261] HOUSEHOLD WORDS. CONDUCTED BY CHARLES DICKENS.
3 vols., (Vols. 6, 7, & 8). 8vo. *Half bound.* 1853-1854. £2
These volumes contain interesting articles upon umbrellas and parachutes (Vol. 6): "A Century of Inventions" and "Over the Water" (Vol. 7): and an article on Air Maps (Vol. 8).

- [262] GRIMM. GAZETTE LITTÉRAIRE; HISTOIRE, LITTÉRATURE, PHILOSOPHIE, 1753-1790.
8vo. *Cloth.* *Paris*, 1854. 10s 6d
References to Montgolfier, pp. 311 ff, pp. 315 ff.

- [263] PANOPTICON. THE ILLUSTRATED HAND BOOK OF THE ROYAL PANOPTICON OF SCIENCE AND ART.
8vo. *Cloth.* *London*, 1854. 15s
Among the original exhibits was Gianetti's carbonic acid balloons (p. 42, with illustration).

- [264] UMBRELLAS AND THEIR HISTORY.
Illustrated by Bennett.
8vo. *Boards.* *London*, 1855. 18s 6d
Chapter LV. is devoted to the Parachute.

- [265] COLLINA (G.). PROPOSTA DELLA COSTRUZIONE DI UN AEROSTATO CON LA DIREZIONE ORIZZONTALE E CENNO SULLE CONSEGUENZE DI QUESTA SCOPERTA.
With a folding plate of the aerostat.
8vo. *Wrappers.* *Florence*, 1856. 10s 6d

- [266] MANGIN (A.). LA NAVIGATION AÉRIENNE.
With plate.
Second Edition. 8vo. *Or. boards.* 1856. £1 10s
A useful general review on the subject, reaching to the time of Lennox's Eagle and Henson's aeroplane. Gives a good account of Garnerin's first parachute descent.

- [267] BARNOUT (H.). SYSTÈME RATIONNEL DE NAVIGATION AÉRIENNE À CIRCULATION STABLE fondé sur le principe de la separation des appareils ainsi que sur l'emploi du point d'appui pratiqué au moyen d'un propulseur rotatif à effet alterno-continu.

With two plates.

8vo. *Wrappers. Paris, 1857.*

£1 10s

- [268] TAILLEPIED DE LA GARENNE (Vicomte). NOTICE AÉRONAUTIQUE, actualités, recueil de pièces de septembre 1856 à Janvier, 1857.

With 4 plates.

8vo. *Wrappers. Paris, 1857.*

£2 10s 6d

An extraordinarily interesting book.

- [269] BRACHET (Achille). LETTRE ADRESSÉE À M. BABINET, ou simples préliminaires sur la Restauration du Système Aérostatique du Lieutenant-Général Meusnier.

8vo. *Wrappers. Paris, 1858.*

10s 6d

- [270] BERG. RUSSIAN PAMPHLET describing his balloons and his ascent at Moscow, 24th May, 1847.

With woodcuts.

8vo. *Or. wrappers. St. Petersburg, 1859.*

£7 10s

In fine condition. Very scarce.

- [271] FARCOT (E.). LA NAVIGATION ATMOSPHÉRIQUE.

With a large folding plate of a dirigible.

8vo. *Or. wrappers. Paris, 1859.*

15s

Gives a quantity of interesting information about the experience and the building of aerostats.

- [272] MOREAUD (P.). CHEMINS AÉRIENS. Application de la vapeur à la direction des Aérostats captifs. Appareil du Dr. P. Moreaud.

With three large folding plates.

8vo. *Boards. Paris, 1861.*

15s

"Project of an aerial railway with cylindrical balloons running along a rotary cable."

- [273] PASARON Y LASTRA (Ubaldo P.), descubridor de la navegacion admosferica. PILOTAGE AERONAUTICO. Segunda edicion corregida y ampliada.

8vo. *Boards. Habana (Cuba), 1862.*

£12 12s

With two large remarkable folding plates.

- [274] BLANCHARD (M. A.). LA RÉCOMPENSE DES ENFANTS.

With coloured plates.

12mo. *Or. pictorial boards. Paris (c. 1863).*

15s

Children's Book with a chapter on "Les jeux de balon."

- [275] SEGUIN (Jules). CHEMINS AÉRIENS. Projet d'établissement d'un système de locomotion aérienne au moyen de ballons captifs remorqués par la vapeur entre la place de la Concorde et la Porte de la Muette.

With large folding plate.

8vo. Boards. Paris, 1863.

£1 10s

- [276] CHARVIN (A.). DE LA NAVIGATION AÉRIENNE PAR LES AÉROSTATS. Deuxième édition. Avec une introduction et des notes nouvelles.

8vo. Half board. Paris, 1864.

6s

- [277] DAVID (L.). SOLUTION DU PROBLEME DE LA NAVIGATION DANS L'AIR PAR LA DIRECTION DES AÉROSTATS. Exposé d'un nouveau système de direction.

With 5 plates.

8vo. Half bound. Paris, 1864.

10s

IN THE VERY RARE ORIGINAL PAPER COVERS.

- [278] GOYA (Francesco). LOS PROVERBIOS. Coleccion de diez y ocho laminas.

With magnificent impressions of the famous 18 aquatints by Goya.

Obl. folio. *In the original green paper covers (in cloth case).*

Madrid, 1864.

[SEE FRONTISPIECE, EL MODO DE VOLAR].

£35

A REMARKABLY FINE EXAMPLE OF THIS SUPERB WORK, WITH THE VERY RARE ORIGINAL PAPER COVERS. The work contains two aquatints of Goya's idea of heavier-than-air machines.

- [279] TRES IMPOSSIBLES VENCIDOS O TRES INVENTOS DEL SIGLO, LA DIRECCION DE LOS GLOBOS. El Movimiento continuo. La Cuadratura del circulo.

With three folding plates.

8vo. Or. wrappers. Barcelona, 1864.

12s

- [280] PONTON D'AMÉCOURT (Vicomte Gustave de). COLLECTION DE MÉMOIRES SUR LA LOCOMOTION AÉRIENNE SANS BALLONS. 6 Parts.

4to. Or. wrappers. Paris, 1864-1867.

£1

No. 1: La conquête de l'air par l'hélice, exposé d'un nouveau système d'aviation. Entretien sur les moteurs légers. No. 2: La locomotion aérienne. Extrait d'un mémoire sur le vol des oiseaux. Notes sur le vol des oiseaux et des insectes. No. 3: Du poids des moteurs légers, etc. No. 4: Leçon sur la navigation aérienne par M. Babinet, etc. No. 5: Instruments proposés pour l'étude des questions aéronautiques, etc. No. 6: Etude sur les moteurs, etc.

"In 1863 Ponton d'Amécourt constructed an experimental steam-driven helicopter."

- [281] DIRCKS (Henry). THE LIFE, TIMES AND SCIENTIFIC LABOURS OF THE MARQUIS OF WORCESTER.

With illustrations.

Roy. 8vo. Or. cloth. London, 1865.

£2 2s

This contains a reprint of the 100 inventions, including that of flying; with many valuable notes. (See Hodgson's *History*, p. 81.)

- [282] [GODARD]. NOTE pour M. M. Louis et Jules Godard aéronautes Appelants d'un jugement du Tribunal correctionnel (6^e Chambre) de la Seine du 31 Janvier 1865 contre M. Félix Tournachon, (dit) Nadar.
36 pp., 4to. *Wrappers. Paris, 1865.* £3 3s

"Nadar, i.e. Felix Tournachon (1820-1910), was the first to take photographic positives on glass in 1858 from captive balloons, and collaborated with La Landelle in advocating 'heavier-than-air' flight."

- [283] NADAR (*pseud* for Félix Tournachon). LE DROIT AU VOL.
FIRST EDITION. 8vo. *Or. covers.* (1865.) £1 5s
See Note to No. 282 of this Catalogue.

- [284] TURNOR (Ch. Hatton). ASTRA CASTRA. *With many illustrations.*
530 pp. Folio. *Cloth. London., 1865.* £5
This book is often criticised as inaccurate, but it was the only English book that kept popular aeronautical interest at that date.

- [285] RENUCCI (J. E.). CRITIQUE DU PROBLÈME DE LA NAVIGATION AÉRIENNE.
With diagrams. 8vo. *Wrappers. Paris, 1866.* 15s

- [286] CORDENONS (P.). IL PROBLEMA DELLA NAVIGAZIONE AEREA SOLUZIONE.
Or. wrappers. Padua, 1867. 8s 6d

- [287] MARION (F.). LES BALLONS ET LES VOYAGES AÉRIENS.
With 30 illustrations.
FIRST EDITION. Small 8vo. *Or. wrappers. Paris, 1867.* £1

- [288] CORDENONS (P.). LE PROBLÈME DE LA NAVIGATION AÉRIENNE. Solution. *With a plate.*
Or. wrappers. Verona, 1868. 10s 6d

- [289] LA LANDELLE (G. de). PIGEON VOLE. Aventures en l'air. Aviation.
With illustrations.
8vo. *Or. wrappers. Paris, 1868.* £3 3s

A rare and curious book, portions of which are printed in red and blue. The original French word *aviation* seems first to have been used by La Landelle in this book: neither "*aviation*" nor "*aviateur*" are included in Littré, 1875. (See Hodgson's *History*, p. 420.) La Landelle collaborated with Ponton d'Amécourt and Nadar in advocacy of heavier-than-air flight.

- [290] FONVIELLE (W. de). LA SCIENCE EN BALLON.
8vo. *Or. wrappers. Paris, 1869.* 5s
On pages 75, etc., "*Ascensions de M. Glaisher.*"

- [291] MARION (F.). LES BALLONS ET LES VOYAGES AÉRIENS.
With 30 illustrations.
 Deuxième Edition. 8vo. *Cloth. Paris*, 1869. 5s
- [292] ORLANDI (Guido). DESCRIZIONE DELLA MACCHINA AERONAUTICA IDEATA
 DA GUIDO ORLANDI DA BOLOGNA, figlio dell' aeronauta Francesco, con suoi
 dettagli.
With very large folding plate.
 8vo. *Half calf, t. e. g. Bologna*, 1869. £2 10s
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- [294] GLAISHER (J.). C. FLAMMARION, W. DE FONVIELLE ET G.
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- [297] NADAR (*pseud* for Félix Tournachon). LES BALLOONS EN 1870. Ce
 qu'on aurait pu faire, ce qu'on a fait.
 8vo. *Wrappers. Paris*, 1870. 10s 6d
 See Note to No. 282 of this Catalogue.
- [298] VERNE (Jules). CINQ SEMAINES EN BALLON. Voyage de découvertes en
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- [299] DAGRON. LA POSTE PAR PIGEONS VOYAGEURS. Souvenir du Siège de Paris avec une notice sur le voyage du ballon "Le Niepce" emportant M. Dagron et ses collaborateurs et détails sur la mission qu'ils avaient à remplir.

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- [300] CLERVAL (G. de). LES BALLONS PENDANT LE SIÈGE DE PARIS. Récit de 60 voyages aériens.

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On p. 145 foll. is a bibliography of the Siege of Paris.

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- [308] GLAISHER (J.). C. FLAMMARION, W. DE FONVIELLE and G. TISSANDIER. LUFTREISSEN. Mit einem Anhang über die Ballonfahrten während der Belagerung von Paris.

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- [319] FARCOT (E.). VOYAGE DU BALLON "LE LOUIS-BLANC."
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- [333] TISSANDIER (G.). LES POUSSIÈRES DE L'AIR.

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- [335] LE HIR (L.). DE LA DIRECTION DES AÉROSTATS.
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- [348] BURNABY (Col. F.). A RIDE ACROSS THE CHANNEL and other adventures in the air. *With map.*
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- [350] FIGUIER (Louis). LES AÉROSTATS.
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- [364] CAYROL-CASTAGNAT (A.). LE NOUVEL ICARE. *Messenger de l'Avenir.* Revue de l'année du centenaire des ballons.
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- [367] GRILLEAU (B. de). LES AÉROSTATS DIRIGEABLES. Leur passé, leur présent, leur avenir. Le Ballon de Meudon et les progrès le plus récents de l'aeronautique.
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- [372] TISSANDIER (Gaston). L'OCEAN AÉRIEN. Etudes Météorologiques.
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- [373] TISSANDIER (G.). APPLICATION DE L'ELECTRICITÉ À LA NAVIGATION AÉRIENNE. L'aérostat électrique à hélice de MM. Albert et G. Tissandier.
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- [671] MAITLAND (Air-Commodore E. M.). THE COMMERCIAL FUTURE OF
AIRSHIPS (contained in Journal of the Royal Society of Arts, June 4, 1920).
Together with newspaper cuttings and correspondence dealing with E.
M. Maitland's lectures on Air Travel.
Bound together in large 8vo. *Wrappers.* London, 1920. 15s
The collection also contains an account of the unveiling of the memorial to R. 38,
in which the Air Commodore perished in 1921.
- [672] THOMAS (G. Holt). AERIAL TRANSPORT.
With 4 folding maps and 33 plates.
4to. Cloth. London (1920). 18s
- [673] VERNE (Jules). FIVE WEEKS IN A BALLOON. *With frontispiece.*
8vo. Cloth. London (c. 1920). 10s 6d
- [674] BOFFITO (Giuseppe). ARISTOTILE AERONAUTA.
7 pp. Roy. 8vo. *Wrappers.* Florence, 1921. 5s
- [675] BOFFITO (Giuseppe). LA LEGGENDA AVIATORIA DI ALESSANDRO MAGNO
NELLA LETTERATURA E NELL'ARTE. *With 1 facsimile.*
24 pp. Roy. 8vo. *Wrappers.* Florence, 1921. 5s
- [676] GARUFFA (Egidio). DIRIGEABLES À RARÉFACTION. Le Navire Aérien
A.V.2 Vaugean-Garguilo. Inventé par Alexandre Vaugean.
With folding plate, plate and diagram.
8vo. *Wrappers.* Paris, 1921. 6s
- A GREAT WORK WHICH MAY BE USED AS THE CONTINUATION OF BRUEL'S
HISTORY OF AERONAUTICS.
- [677] LA VAULX (Cte. H. de.). L'AÉRONAUTIQUE DES ORIGINES À 1922.
Cent-dix documents reproduits en fac-simile et commentés par Paul
Tissandier et Charles Dollfus.
Folio. *Half morocco.* Paris, 1922. £7 7s
An extremely interesting publication, and unique record of the history of Aviation.
Only 500 copies printed. The 110 pictures and facsimile documents are admirably
reproduced in natural colours and in the sizes of the original prints and documents.
- [678] ——— Another copy. *Or. wrappers.* £6 6s

- [679] [BADEN-POWELL (Major B. F. S.).] CATALOGUE of rare Aeronautical books and prints to be sold by auction on June 29th, 1923.
Sm. 8vo. *Wrappers. London, 1923.* 6s
- [680] BOFFITO (Giuseppe). CECCO D'ASCOLI AERONAUTA.
6 pp. 4to. *Wrappers. Florence, 1923.* 5s
- [681] JANE (F. T.). ALL THE WORLD'S AIRCRAFT, 1923. (Fourteenth Year).
With numerous illustrations.
Sm. folio. *Cloth. London, 1923.* £3 13s 6d
Out of print and scarce.
- [682] HODGSON (J. E.). THE HISTORY OF AERONAUTICS IN GREAT BRITAIN
From the Earliest Times to the Latter Half of the Nineteenth Century.
With coloured frontispiece and 149 illustrations.
Thick royal 8vo. *Cloth. London, 1924.* £3 3s
An indispensable History, with excellent bibliography.
- [683] JANE (F. T.). ALL THE WORLD'S AIRCRAFT, 1924. (Fifteenth Year).
With numerous illustrations.
Sm. folio. *Cloth. London, 1924.* £3 3s
- [684] MARSH (Lt.-Col. W. L.). AERONAUTICAL PRINTS AND DRAWINGS.
With 87 plates (some in colour) and other illustrations.
4to. *Cloth. London, 1924.* £3 3s
Invaluable to all aeronautical historians. Many of the engravings which are reproduced are most difficult to obtain.
- [685] SHEPHARD (Gordon). MEMOIRS of Brigadier-General Gordon
Shephard, D.S.O., M.C. Edited by Shane Leslie.
With 6 plates and two maps.
8vo. *Half cloth. London (privately printed), 1924.* 7s 6d
With a chapter on "Flying."
- [686] [AERO-CLUB DE FRANCE]. STATUTS.
12 pp. 8vo. *Paris, 1925.* 4s
- [688] JANE (F. T.). ALL THE WORLD'S AIRCRAFT, 1926. (Sixteenth Year).
With numerous illustrations.
Sm. folio. *Cloth. London, 1926.* £2 12s 6d
- [689] LA VAULX (Comte de) et PAUL TISSANDIER. JOSEPH ET ETIENNE
DE MONTGOLFIER.
With 75 remarkably fine facsimile plates, many in colours of portraits, engravings, autographs, oil-paintings, balloon ascents, etc., all connected with the Montgolfier family and the invention of the air balloon.
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A magnificent volume. One of 300 copies privately printed by and for the Montgolfier family chiefly from unpublished original sources.

- [690] REPORT ON FLIGHT, MELBOURNE, PAPUA, NEW GUINEA AND BRITISH SOLOMON ISLANDS.

With ten folding charts and numerous original photographs to each section.

100 pp. Small folio. *Boards. Australia, 1926.* £17 10s

The official typed report of a flight undertaken by the Royal Australian Air Force in 1926, to survey the above mentioned territory, illustrated by numerous charts, plans of ports and actual photographs, occupying about 100 pages. This most important document for the history of aviation is unpublished. The only other copies existing are in the archives of the Australian Air Force and in the possession of the Australian government.

Appendix A. "Charts Showing Path of Flight and List of Daily Runs."

" B. "Flying Times."

" C. "Wireless Stations In the Islands."

" D. "Details of Places Visited."

" E. "Charts Showing Information Collected."

- [691] ROUSTAM-BECK (Lieut.-Col. B.). AERIAL RUSSIA. The romance of the Giant Aeroplane.

FIRST EDITION. *With twenty illustrations.*

8vo. *Cloth. London, 1926.* 10s 6d

- [692] [AIR MINISTRY]. REPORT ON THE PROGRESS OF CIVIL AVIATION, 1927.

With frontispiece, five folding maps and five plates.

8vo. *Wrappers. London, 1928.* 3s 6d

- [693] BOFFITO (Giuseppe). IL PRIMO PROGETTO AERONAUTICO FIORENTINO
With two facsimiles.

12 pp. Roy. 8vo. *Wrappers. Florence, 1927.* 5s

("Da un disegno del Museo degli strumenti antichi di scienza—1785 c.")

- [694] JANE (F. T.). ALL THE WORLD'S AIRCRAFT, 1927. (Seventeenth Year).
With numerous illustrations.

Obl. 4to. *Cloth. London, 1927.* £3 3s

- [695] SPANNER (E. F.). THIS AIRSHIP BUSINESS. *With illustrations.*

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- [696] [AERO-CLUB DE FRANCE]. ANNUAIRE 1928-1929.

8vo. *Wrappers. Paris, 1928.* 5s

- [697] JANE (F. T.). ALL THE WORLD'S AIRCRAFT, 1928. (Eighteenth Year).
With numerous illustrations.

Oblong 4to. *Cloth. London, 1928.* £2 12s 6d

- [698] SPANNER (E. F.). GENTLEMEN PREFER AEROPLANES! Complementary to This Airship Business! FIRST EDITION. *With 6 plates.*

8vo. *Cloth. London, 1928.* 10s 6d

- [699] THOMAS (Lowell). EUROPEAN SKYWAYS. The Story of Europe by Aeroplane.
FIRST EDITION. *With frontispiece and 66 illustrations.*
8vo. Cloth. London (1928). 15s
- [700] AIR MINISTRY. REPORT ON THE PROGRESS OF CIVIL AVIATION. 1928.
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8vo. Wrappers. London, 1929. 4s
- [701] BOFFITO (Prof. Giuseppe). BIBLIOTECA AERONAUTICA ITALIANA. ILLUSTRATA. Precede uno Studio Sull' Aeronautica nella Letteratura nell'Arte e nel Folklore. *With frontispiece and 79 illustrations.*
8vo. Wrappers. Florence, 1929. £3 10s
- [702] DARMON (J. E.). DICTIONNAIRE DES ESTAMPES ET LIVRES ILLUSTRÉS SUR LES BALLONS & MACHINES VOLANTES DES DÉBUTS JUSQUES VERS 1880 AVEC LEURS PRIX. *With numerous illustrations.*
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- [703] GROSVENOR (Lord Edward) and BRIDGMAN (Leonard). INTERNATIONAL AIRCRAFT MARKINGS. Naval, Military and Civil.
With the markings printed in colour.
Roy. 8vo. Boards. London, 1929. 2s 6d
- [704] JANE (F. T.). ALL THE WORLD'S AIRCRAFT, 1929. (Nineteenth Year).
With numerous illustrations.
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- [705] ANDREE. [THE DIARIES OF THE LAST ANDRÉE EXPEDITION.] Andrée, Strindberg & Fraenkel. Med Ornen mot Polen. Andrées Polar Expedition ar 1897. *With many illustrations and maps.*
THE ORIGINAL EDITION IN SWEDISH. 8vo. Wrappers. Stockholm, 1930. 18s
- [706] [ARBAN]. [1845-7]. DOCUMENTI SOPRA ASCENSIONI AEROSTATICHE ESEGUITE DA FRANCESCO ARBAN AERONAUTA DI LIONE. Raccolti ordinati e notati da Jotti de Badia Palesine.
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- [708] DIAZ ARQUER (G.) AND PEDRO VINDEL. HISTORIA BIBLIOGRAFICA E ICONOGRAFIA DE LA AERONAUTICA EN ESPANA, PORTUGAL, PAISES HISPANO-AMERICANOS Y FILIPINAS DESDE LOS ORIGINES HASTA 1900.

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- [710] HARPER (Harry). THE EVOLUTION OF THE FLYING MACHINE, BALLOON, AIRSHIP, AEROPLANE. *With 91 illustrations.*

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- [711] JANE (F. T.). ALL THE WORLD'S AIRCRAFT, 1930. (Twentieth Year).

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Obl. 4to. *Cloth. London, 1930.*

£2 12s 6d

- [712] JANE (F. T.). ALL THE WORLD'S AIRCRAFT, 1931. (Twenty-First Year).

With numerous illustrations.

Obl. 4to. *Cloth. London, 1931.*

£2 12s 6d

THE FIRST BIBLIOGRAPHY AND BEST MONOGRAPH OF LUNARDI.

- [713] [LUNARDI]. MORAZZONI (G.). UN PIONIERE DELL 'AERONAUTICA. Vincenzo Lunardi. *With 15 plates.*

160 pages. Royal 8vo. *Boards. Milan, 1931.*

£2 2s

This is the first Bibliography of Lunardi, and contains a large number of his unpublished letters, which are preserved in the State Archives of Lucca. They were hitherto absolutely unpublished and unknown.

One of 200 copies only.

- [714] [ZAMBECCARI]. FRANCESCO ZAMBECCARI, Aeronauta Bologna (1752-1812). By Timina Caproni Guasti & Achille Bertarelli.

With 24 plates and 19 illustrations.

Folio. *Wrappers. Milan, 1931.*

£3 10s

One of 100 copies printed for sale.

A remarkably important monograph from the bibliographical, biographical and iconological points of view on the first aeronaut to show a balloon in England.

- [715] DOLLFUS (Charles) and BOUCHÉ (Henri). HISTOIRE DE L'AÉRONAUTIQUE.

With coloured frontispiece of the Montgolfière of Pilâtre de Rozier and of the Marquis d'Arlandes from the engraving after Le Campion.

With numerous fine coloured plates, other full-page plates and hundreds of illustrations.

Folio. *Leather. Paris, l'Illustration, 1932.*

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Contents: Les Origines (jusqu' à 1843). Les Machines volantes (1843-1900). Le Dirigeable, l'Avion (1900-1914). L'Aéronautique de la guerre (1914-1918). L'Aéronautique d'aujourd'hui. Chronologie Aéronautique.

- [716] JANE (F. T.). ALL THE WORLD'S AIRCRAFT, 1932. (Twenty-Second Year).
With numerous illustrations.
 Obl. 4to. Cloth. London, 1932. £2 12s 6d
- [717] [LAURIAT (L. A.)] SARGENT (George H.). LAURIAT'S 1872-1922. Being a sketch of early Boston booksellers with some account of Charles E. Lauriat Company and its founder Charles E. Lauriat. *With 7 plates.*
 8vo. Orig wrappers. Boston, privately printed, 1922. 15s
 Chapter V. describes the career of Louis Anselm Lauriat, of Marseilles, who was the second in the U.S.A. to make a balloon ascension. With two illustrations, one demonstrating Mr. Lauriat rescued by Capt. Pierce, the other showing the ticket of admission to a balloon ascension signed by L. A. Lauriat.
- [718] JANE (F. T.). ALL THE WORLD'S AIRCRAFT, 1933. (Twenty-Third Year).
With numerous illustrations.
 Obl. 4to. Cloth. London, 1933. £3 3s
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- [719] ROSTAING (Léon). LA FAMILLE DE MONTGOLFIER, ses Alliances, ses Descendants.
With frontispiece of Léon Rostaing and nine portraits of different members of the Montgolfier family.
 Second Edition. 776 pp. 8vo. Wrappers. Lyon, 1933. £4 10s
 Contents:— Origines de la famille. Raymond Montgolfier 1er. Enfants de Raymond Montgolfier 1er. Pierre de Montgolfier. Enfants de Pierre de Montgolfier. Raymond IV de Montgolfier. Jean-Pierre et Jean-Baptiste de Montgolfier. Michel-Joseph de Montgolfier. Etienne-Jacques de Montgolfier. Aérostats Distinctions honorifiques. Maurice-Augustin de Montgolfier. Louis-Simon-Elie de Montgolfier. Seguin. Baron de la Lombardière de Canson. Antoine Montgolfier. Pièces justificatives. Table Généalogique, 1673-1932.
- [720] AERONAUTIK. DIE SAMMLUNGEN EDUARD VON SIGMUNDT-TRIEST, Dr. Otto Nirenstein-Wien. Versteigerung am 26. und 27. Juni 1934.
With 30 plates. 4to. Wrappers. Luzern, 1934. 6s
- [721] ESPOSIZIONE DELL' AERONAUTICA ITALIANA. Giugno-Ottobre 1934. XII.
With 16 full-page plates and numerous illustrations.
 250 numbered pages. 4to. Or. wrappers. Milan, 1934. 10s 6d
 The official catalogue of the Italian Aeronautical Exhibition held in Milan, June-October, 1934.
- [722] FIELD (D.). PRICED CATALOGUE OF AIR MAIL STAMPS AND AIRPOSTS OF THE WORLD. 1934. Second Edition. *Illustrated.*
 584 pp. 8vo. Half morocco. London, 1934. 10s
- [723] LONDON TO MELBOURNE AIR RACE. October 1934. OFFICIAL REPORT OF THE RACE: As issued during the progress of the race. 17 Bulletins.
 Folio. Wrappers. London, printed on the "Multilith" in the Exhibition Hall, Australia House, Strand, 1934. 15s

[724] [BARTHOU (Léon).] COLLECTION DITE "AU BALLON," appartenant à M. Léon Barthou. Préface de Albert Flament. *With 8 plates.*
8vo. *Wrappers.* Paris, 1935. 6s

[725] FIELD (F. J.). BRITISH AIR MAILS. A chronology of the Air Posts of Great Britain and Ireland. (1784-193).
With 48 pages of illustrations and maps.
130 pp. 8vo. *Cloth.* Sutton Coldfield, 1935. 3s 6d

[726] PORTER (Rufus). AERIAL NAVIGATION. The practicability of traveling pleasantly and safely from New York to California in Three Days. With an introduction by Lieut. Commander H. V. Wiley, U.S.N. of the U.S.S. Macon.
With a reproduction of the title-page of the original copy of 1894 and three reproductions of coloured lithographs, issued as burlesques in 1849 by N. Currier and A. Donnelly.
8vo. *Boards.* San Francisco (*privately printed*), 1935. 18s

Only a limited number of copies printed. The original copy is in the possession of Templeton Crocker, and reposes in the library of Californian Historical Society.

[727] SUPF (Peter). DAS BUCH DER DETSCHEN FLUGGESCHICHTE. Vorzeit, Wendezeit, Werdezeit. *With many illustrations and drawings.*
Roy. 8vo. *Cloth.* Berlin, 1935. £1 10s

PART II. PORTRAITS.

[arranged in alphabetical order.]

- [728] ARBAN (François). FRENCH AERONAUT; was drowned at Barcelona during an ascent. Half-length portrait in evening dress.

Size 10 x 6½ inches. C. 1847.

5s

With inscription under in Italian, "Pace e Silenzio, o turbini Deh! non vi prendra sdegno, Se umane salme varcano Delle tempeste il regno." V. MONTI.

- [729] BLANCHARD (Jean Pierre, 1753-1809). THE FIRST AERONAUT TO FLY ACROSS THE BRITISH CHANNEL. Half-length portrait, wig and frill, looking to the left in oval. Below the oval the words "Johan Peter Blanchard, Bürger von Calais, Pensionnaire, des Königs von Franckreich, Mitglied verschiedener Academien u. gel. Gesellschaften."

Engraving by Löschenkohl, after Blanchard's thirty-eighth ascent in Vienna.

Size 4 x 6¾ inches. (Vienna, after 6th July, 1791).

£5 5s

- [730] BLANCHARD (J. P.). Silhouette head and shoulders in medallion. Below view of his 28th ascent at Nuremberg on the 12th of November, 1787. With six line description in German.

Engraved by Klinger after Petermann. Size 7½ x 4¾ inches

(Leipzig, 1784).

£3 3s

- [731] BLANCHARD (J. P.). Head and shoulders turning to left, in medallion. Engraving.

Size 6½ x 4½ inches, with margins. 1785.

London, Published July 1st, 1785, by Sewell, Cornhill.

£1 1s

- [732] CHARLES (Jacques Alexandre César, 1746-1823). INVENTOR OF THE BALLOON FILLED WITH HYDROGEN GAS. Bust, wig tied with ribbon, profile turned to right in a medallion, affixed to the lower part of a partially visible balloon. Below eagle and flag with words "Charles Aux Thuileries le 1^r Decembre MDCLXXXIII."

Engraving by S. C. Miger. "A Paris chez Miger, la grande maison neuve, Place de l'Estrapade."

Size 7 x 10 inches. 1783.

£3 3s

With inscription above, "Jusqu' alors sans égal le Monarque des Airs y suivit son Rival."

- [733] ———Another state, with A.P.D.R. after the engraver's name. £2 10s

[138]

[734] CHARLES (J. A. C.). Small plate. *Engraved by Thoenert.*
Size 7 x 4 inches, with margins. £1 1s

[735] COCKING (Robert, 1777-1837). PARACHUTE EXPERT. Full-length portrait.
Size 8 x 11 inches. (*London*), Aug. 12th, 1837. 10s 6d

[736] LALANDE (Joseph Jerome de, 1732-1807.) FRENCH ASTRONOMER.
His enthusiasm for the discoveries of Montgolfier urged him to make an ascent with Blanchard in 1799. Wrote numerous articles on Aerostation, including a report as eye-witness of the first parachute descent (Garnerin in 1797). Short half length in oval, resting on tablet. First state.
Line engraving by Dupin after A. Pugin. Text begins "*Du Ciel, devenu son Empire. . .*"
Size 6¼ x 4¼ inches, with margins. C. 1790. £2 10s

[737] ——— Another. Later state with different inscription. Text begins, "*Des Mondes étoilés il nous transmet l'histoire. . .*" £2 2s

[738] LUNARDI (Vicenzo, 1759-1806). FIRST AERIAL TRAVELLER IN THE ENGLISH ATMOSPHERE, made the first balloon ascent in England 15th September, 1784; endeavoured to direct the balloon by means of side-paddles. Portrait. Head and shoulders in oval by Burke after Nasmith. Eight lines of Spanish text engraved below.

Stipple engraving in fine contemporary colouring.

Size 7½ x 5½ inches. (1792.) £5 5s

Described and illustrated by Diaz Arquer and Vindel in their "*Historia de la Aeronautica en España y Portugal*," No. 597.

[739] LUNARDI. Portrait. In oval, bust, directed to right.

Stipple by F. Bartolozzi after R. Cosway.

Size 4¾ x 4 inches, with margins.

Published by J. Bell, Strand, October 4th, 1784. £5 5s

[740] [LUNARDI.] "THE THREE FAVOURITE AERIAL TRAVELLERS." Vincent Lunardi in the uniform of a Captain of the Honorary Artillery Company, George Biggin on the left and in the foreground Mrs. Sage In the car of the balloon in which they rose on the 29th June, 1785.

Stipple engraving by Bartolozzi after J. S. Rigaud.

Size 13 x 10 inches. *London, published by E. Wyatt, June 25, 1785.*
£16 16s

- [741] [LUNARDI.] "AEROSTATION OUT AT ELBOWS OR THE ITINERANT AERONAUT." Caricature on Lunardi begging, the frame-work of his balloon on his back. Below 8 lines of verse commencing: "Behold an Hero comely tall and fair," etc. *Coloured engraving.*

Size $9\frac{1}{2}$ x $8\frac{1}{2}$ inches. 1786.

(SEE ILLUSTRATION OPPOSITE.)

£8 8s

- [742] MONTGOLFIER (Joseph Michel and Etienne Jacques). INVENTORS OF THE HOT AIR BALLOON. Double portrait of the Brothers Montgolfier in medallion. Profiles to right. "Inventeurs en Société du globe Aérostatique." Below 4 lines of verse beginning: "Montgolfier que l'Europe entière."

Engraving by De Launay le jeune after Houdon's "Bas-relief fait en 1783 pour servir de modèle à la médaille qui a été frappé en leur honneur."

Size $7\frac{1}{2}$ x 5 inches. "A Paris chez l'auteur." (1784).

£1 10s

- [743] MONTGOLFIER (Joseph-Michel and Etienne-Jacques). INVENTORS OF THE HOT-AIR BALLOON. Double portrait of the brothers Montgolfier in medallion. Profiles to the right. With inscription on tablet "Die Brüder Stephan & Joseph Montgolfier geb. zu Anonay in Vivarais, &c."

C. 1784.

10s 6d

- [744] MONTGOLFIER (Brothers). Double portrait in profile to right.

Line engraving by D. Berger.

Size $4\frac{3}{4}$ x $2\frac{3}{4}$ inches, with margins. 1784.

7s 6d

- [745] MONTGOLFIER (Jacques Etienne, 1745-1799). Bust in profile to left; oval resting on tablet.

Line engraving by Le Beau after Binet.

Size $6\frac{1}{4}$ x $4\frac{1}{4}$ inches, with margins. C. 1790.

£1 1s

- [746] ORLEANS (Louis, Duke of). "HIS MOST SERENE HIGHNESS LOUIS-PHILLIP-JOSEPH DUKE OF ORLEANS." Full length, in blue suit, red cape lined ermine, with sword.

Delicately tinted stipple engraving by G. Hadfield after Cosway.

Size $9\frac{1}{2}$ x 5 inches.

£3 3s

Nicknamed "Egalité"; the first Royal Aeronaut, ascended with Charles (when Duc de Chartres); and was the patron of Blanchard and later guillotined.

- [747] PARCIEUX (Antoine de, 1703-1768). FRENCH MATHEMATICIAN. Author of "Dissertation sur les Globes Aerostatiques." In oval, bust in profile to right. Line by *Aug. de St. Aubin* after C. N. Cochin.

Size 7 x 5 inches, with margins. 1771.

£1 10s



AEROSTATION OUT AT F.I. BOWS.
OR THE ITINERANT AERONAUT.

Behold an Hero comely, tall and fair!
 His only Trade Pelagiusated Air
 Now on the Wings of Mighty Winds he rides!
 Now torn thro' Hedges — Dashed on Oceans tides!

Now drooping roams about from Town to Town
 Collecting Pence to inflate his poor Balloon,
 Pity the Weight and something to him give,
 To purchase Gas to keep his Frame alive.

Rowlandson

- [748] PILÂTRE DE ROZIER (Jean François, 1756-1785). THE FIRST FRENCH AERONAUT, killed on a balloon flight with Romain, while attempting to cross the Channel at Boulogne (15th June, 1785). He was the first victim of aviation. Half length in oval, showing Pilâtre de Rozier experimenting with inflammable air. Proof before all letters.

Size $9\frac{1}{4}$ x $7\frac{3}{4}$ inches, with margins. C. 1785.

£7 7s

- [749] PILÂTRE DE ROZIER (J. F.). Half length in oval, wig, lace cravat.

Line engraving by Legrand after Pujos.

Size $7\frac{1}{4}$ x 5 inches, with wide margins. Paris (1785).

£4 4s

PART III. ENGRAVINGS OF FAMOUS BALLOON ASCENTS.

[arranged in chronological order]

[750] PRINCIPALES MACHINES AEROSTATIQUES CONSTRUITES
A PARIS, ET ENLEVES DANS LE COURANT DE 1783.

1. "Machine aérostatique, Construite par MM^{rs}. Montgolfier, enlevé à Versailles le 19 Septembre 1783 en présence de la famille Royale. Tombé le même jour, dans le bois de Veaucresson."

2. "Machine Aérostatique, Construite par MM. Montgolfier, chez Mr. Reveillon."

3. "Machine aérostatique, Construite par MM^{rs}. Charles et Robert enlevé au Champ de Mars, le 27 Aoust 1783. . . Tombé à Gonesse le même jour. Ce Globe déplaçait 80 kl d'Air Atmosphérique et pesait 40kl."

Décembre 1, 1783.

4. December 1, 1783. Petit ballon enlevé le Pr. Décembre, pour tracer la route que devoit suivre MM. Charles, et Robert."

5. "Machine Aérostatique, Construite par MM^{rs} Charles et Robert dans laqu'elle il sont partie, de dessus l'un des Bassins des Tuileries le P^{er} Décembre, 1783 à 1h. 42m. descendue dans la pleine de Nesle à 4h. moins un quart, environ 9 lieux de Paris."

6. "Machine Aérostatique de MM^{rs} Montgolfier, enlevé en face du Chateau de la Muette, le 21, Novembre 1783. Dans laqu'elle M. le Marquis d'Arlandre, et Mr. Pilatre de Rozier, on partie, descendue le même jour, à la Butte aux Cailles, proche le nouveau Boulevard."

Six coloured balloons all different sizes and shapes, with descriptive text on one large coloured engraving.

Size 15½ x 14 inches. Paris, rue de Montmorency (1783). £15 15s

[751] C.L.R. . . INGÉNIEUR 1783. "Essai sur les Machines aérostatiques pour les perfectionner et les employer utilement."

Seven models of different shaped aeronautical machines, round cone-shaped, sextagonal and oblong and their different parts.

Coloured engraving. Description in French to each.

Size 18 x 10 inches. (Paris), 1783.

£21

"Pour des hommes qui manœuvrent avec intelligence, il n'y a pas plus de danger de voyager dans l'Atmosphère que dans des vaisseaux sur mer."

Par ces moyens l'on peut aller avec un vent favorable en trois jours, de Paris à Madrid ou à Rome, ou Vienne ou Berlin, etc., d'autant mieux que l'on peut descendre en chemin pour se rafraichir, se reposer et prendre de nouvelles provisions."

- [752] GONESSE. THE LANDING. Wednesday, August 27, 1783. "Allarme Generale des habitans de Gonesse occasionée par la chute du Ballon Aërostatique de Mr. de Montgolfier le 27 Aout 1783."

Montgolfier's balloon is on the ground and the peasants are attacking it with pitchforks, etc. With six-line description in French.

Line engraving on blueish paper.

Size $7\frac{1}{2}$ x 11 inches. (Paris), 1783.

£10 10s

- [753] VERSAILLES. Friday, September 19, 1783. "Expérience aërostatique faite à Versailles le 19 Septembre 1783, en présence de leurs majestés, de la Famille Royale et de plus de 130, milles spectateurs par Mrs. de Montgolfier." Eight lines of French text below the beautifully engraved print.

Size 11 x $7\frac{1}{4}$ inches. *A Paris, chez Le Noir* (1783). £12 12s

Bruel No. 35. On this occasion the balloon ascended with three animals, a sheep, a cock and a duck, as passengers, who landed safely after a flight of eight minutes at Vaucresson.

- [754] VERSAILLES. Fr., September 19, 1783. "Le Globe Aërostatique, construit à été placé dans la 1^{ère} cours du Château.

A Montgolfier balloon is seen leaving the scaffolding which is partly hidden from the public by a curtain. Five men are seen on the scaffolding. 12-line description in French at top.

Coloured line engraving.

Size 14 by $7\frac{3}{4}$ inches. (Paris), 1783.

£15 15s

A very rare and interesting print.

- [755] PERONNE. September 30, 1783. "La caisse de balons ou les commis effrayés."

Six men are seen having opened a case from which blew a Montgolfier and 11 balloons, all of which are rising. One balloon is seen still in the case while a man is clasping an escaping Montgolfier. The six men are very surprised at the contents of the case and one of them has been knocked over by the escaping balloons. In the background is a church. With five-line description in French.

Line engraving.

Size $10\frac{1}{2}$ x $7\frac{1}{2}$ inches. 1783.

£10 10s

- [756] PARIS. October 3, 1783. "L'Homme Aërostatique."

A man is seen flying out from his window from his sick-bed, much to the amazement of his doctor and nurse and other spectators. With eight-line description in French.

Line engraving with the words at top, "Adieu, mon pauvre Oncle."

Size $7\frac{1}{2}$ x 10 inches. Paris, 1783.

£10 10s

[757] "THE DAY'S FOLLY."

A man is depicted as flying out of his bedroom through the window, much to the surprise and horror of two women and a man who with outstretched arms is trying to stop his flight.

Charming aquatint by Sergent-Marceau.

Size of medallion $5\frac{1}{4} \times 5\frac{1}{4}$ inches.

Paris, chez Tilliard, 1783.

£10 10s

Very rare. Reproduced by Bruel, *Histoire aéronautique*, No. 17.

[758] LA MUETTE. November 21, 1783. "Le globe enlevé à la Muette."

Ascent of Mr. Montgolfier's balloon with the Marquis d'Arlandes and M. Pilatre de Rozier. With 16-line description in French.

Magnificent coloured engraving.

Size 12 x $9\frac{1}{2}$ inches. (Paris), 1783.

£21

Benjamin FRANKLIN (sic) is mentioned on the print as a witness.

[759] LA MUETTE. November 21, 1783. "Expérience de la Machine Aërostatique de M. Mongolfier au Châtau de la Muette, le 21 9^{bre}, 1783."

M. Mongolfier's balloon is seen rising from its scaffolding in front of the Château. The Marquis d'Arlandes and M. Pilâtre de Rozier are seen waving their hats from the balloon to the spectators below. At the top the words "*Confusion des mauvais plaisans.*" With nine-line description in French.

Coloured line engraving.

Size $10\frac{1}{2} \times 7\frac{1}{2}$ inches.

Paris, Esnauts et Rapilly, rue St. Jacques, 1783.

£12 12s

[760] PARIS. Monday, December 1, 1783. "A l'Honneur de M^{rs} Charles et Robert. Expérience Célèbre faites à Paris en présence de plus de huit mille personnes dans le Jardin Royal des Thuilleries avec un Ballon Aërostatiques."

A balloon, in which are seen Messrs. Charles and Robert ascending on front of the Palace, being cheered by 8,000 people. Ten-line description in French.

Magnificent line engraving.

Size 14 x 10 inches. Paris, se vend chez Le Noir, 1783.

£15 15s

[761] PARIS. Monday, December 1, 1783. "Expérience de la Machine Aërostatique de M.M. Charles et Robert au Jardin des Thuilleries."

Balloon with Messrs. Charles et Robert, a flag falling from the car. In the distance a globe. Six-line description in French.

Coloured line engraving.

Size 7 x 6 inches. (Paris), 1783.

£7 15s

- [762] PARIS. Monday, December 1, 1783. "Nouveau Globe Aérostatique Inventé Par Mrs. Charles et Robert." With 10 lines of descriptive text below. At top "*Bon Voyage*."

Coloured line engraving.

Size $13\frac{1}{2} \times 7\frac{3}{4}$ inches, with margins. C. 1783.

£15 15s

- [763] PARIS. Monday, December 1, 1783. "Nouveau Globe Aerostatique inventée par Mrs. Charles et Robert; enlevé devant la Famille Royale le lundi 7er Décembre 1783 à 7 heure 40 minutes."

Messrs. Charles et Robert in their balloon, a cocked hat falling from one side of the car and a flag from the other. At the top the words, "*Bon Voyage*." Five-line description in French.

Coloured line engraving.

Size $9\frac{1}{2} \times 8$ inches. *Paris, chés Bassét*, 1783.

£10 10s

- [764] PARIS. Monday, December 1, 1783. "Nouveau Globe Aërostatique inventé par Mrs. Charles et Robert."

Ascent of Messrs. Charles et Robert in their balloon from the Jardin des Thuilleries on Monday the 1st of December, 1783. With ten-line description in French.

Coloured line engraving, with the words at top "Bon Voyage."

Size $11\frac{1}{2} \times 7\frac{3}{4}$ inches.

Paris, ches Basset, Rue St. Jacques, 1783.

£12 12s

- [765] PARIS. Monday, December 1, 1783. "Experience du Globe Aeros-tatique de MM. Charles et Robert faite dans le Jardin des Thuilleries sur le Bassin en face du Chateau."

Etching by A. Sergent.

Size $5\frac{1}{2} \times 8$ inches, with margins. 1783. *Chez. Tilliard, Graveur.*

£5 5s

Above the words "Vue prise de la grille du château."

- [766] PARIS. Monday, December 1, 1783. "Expérience du Globe Aërostatique de MM. Charles et Robert au Jardin des Thuilleries, le 1er Décembre 1783." The balloon is shown leaving the ground in front of the palace, the filling machine is depicted below. 7 lines of French text. At top "*Bon Voyage*." *Coloured engraving.*

Size $10\frac{1}{2} \times 7\frac{1}{2}$ inches. *A Paris chez Esnauts et Rapilly* (1783).

£12 12s

Fine impression.

- [767] PARIS. Monday, December 1, 1783. "Seconds Voyageurs Aériens, ou Expérience de MM. Charles et Robert, faite à Paris dans le Parterre du Jardin Royal des Thuilleries le 1 Decembre 1783." Above the engraving the words, "*Vue prise du Pont Royal.*" Below "*Carte des Voyages aérostatiques,*" and 13 lines of French explanatory text on left. On right 12 lines of French text and "Echelle pour la carte de 10 lieues à 2500 T. chacune" (Scale).

Pretty line engraving.

Size 8 x 9½ inches. *Paris, chez Chereau* (1783).

£15 15s

- [768] PARIS. Monday, December 1, 1783. "Seconds Voyageurs Aériens, ou Expérience de MM. Charles et Robert, faite à Paris dans le Parterre du Jardin Royal des Thuilleries le 1 Decembre 1783." Above the engraving the words, "*Vue prise du Pont Royal.*" Below "*Carte des Voyages aérostatiques,*" and 13 lines of French explanatory text on left. On right 12 lines of French text and "Echelle pour la carte de 10 lieues a 2500 T. chacune" (Scale).

Beautifully engraved etching by Prevost.

Size 8 x 9½ inches. *A Paris chez Chereau* (1783).

£13 13s

- [769] PARIS. Monday, December 1, 1783. "Seconds voyageurs aériens, ou expérience de MM. Charles et Robert." The balloon is shown in the middle of the Gardens of the Tuileries. In the middle, the filling apparatus. *Coloured engraving.*

Size 12 x 16 inches. 1783. *Se vend à Augsbourg.*

£8 8s

Optical view. Inscriptions below is French and German.

- [770] PARIS. Monday, December 1, 1783. "La Plaisanterie Confondüe ou les Intrépides Voyageurs." MM. Charles and Robert are seen in a balloon above the garden of the Palais des Tuileries, spectators below. Descriptive inscription under.

Line engraving, the balloon coloured.

Size 12 x 9½ inches, with margins. (1783.)

£8 8s

- [771] PARIS. Monday, December 1, 1783. "Le Moment d'Hilarité Universelle ou le Triomphe de MMrs Charles et Robert au Jardin des Thuilleries le 1er Decembre 1783. Présenté à Mon Pere pour son 89me Anniversaire." Below a medallion "Projet d'un monument."

Finely engraved etching by H. G. Bertaux after T. H. E.

Size 6 x 8 inches, with margins.

A Paris, chez M. le Noir au Louvre (1783).

£13 13s

- [772] NESLES, LANDING AT. Monday, December 1, 1783. Descente de la Machine Acrostatique des Srs. Charles et Robert. Five lines of French text.
Coloured line engraving.
 Size 7 x 10 inches, with margins. 1783. £12 12s
- [773] NESLE, LANDING AT. Monday, December 1, 1783. "Mgr. le Duc de Chartres et Mr. le Duc de Fitz Jame signent le Procès Verbal qui constate l'Arrivée de MM. Charles et Robert dans la Prairie de Nesle près d'Hedonville."
Etching by Sergent.
 Size 8 by 5 inches. *A Paris chez Tilliard (1783).* £6 10s
- [774] NESLE, CONTINUATION OF JOURNEY FROM; Charles alone. Monday, December 1, 1783. Voyage Particulier de M. Charles le 1er Dec. 1783.
Line engraving "Se vende chez J. M. Will à Augsbourg."
 Size 13 by 8½ inches. *Augsburg, 1783.* £14 14s
 "La Machine Aërostatique étant descendue dans la prairie de Nesle, et le Procès Verbal en ayant été signé par Mqr. le Duc de Chartres, M. de Fitz James et par trois Curés des environs, M. Charles est reparti seul dans la Machine devant ces mêmes témoins: elle s'est élevée en 10 minutes à la hauteur le 1524 toises que font 9144 pieds, Après avoir plané dans les airs pendant 35 minutes, la Machine est redescendue dans les friches du Bois de la Tour de Lay sans aucun accident à une lieue et demie de son départ, M. Charles á dit n'avoir éprouvé à cette hauteur d'autre sensation que celle d'un froid très sec."—
 Inscription on plate.
- [775] NESLE, CONTINUATION OF JOURNEY FROM; Charles alone. Monday, December 1, 1783. "Voyage Particulier de M. Charles le 1er décembre, 1783." Mr. Charles is seen in the car of his balloon with a flag in his hand bidding farewell to the spectators some of whom are on horse-back. A church in the background. With four-line description in French.
Line engraving, the balloon in colours.
 Size 10 x 8½ inches. *Paris (1783).* £10 10s
- [776] NESLE, CONTINUATION OF JOURNEY FROM; Charles alone. Monday, December 1, 1783. "Voyage particulier de M. Charles." Balloon ascent of Mr. Charles. He is seen in the car holding a white flag and waving his hand to a gentleman, two priests and three horsemen standing by with their horses. With four-line description in French.
Decorative coloured engraving.
 Size 10½ x 8½ inches. *Paris (1783).* £12 12s
- [777] NESLE, CONTINUATION OF JOURNEY FROM; Charles alone. Monday, December 1, 1783. "Globe aërostatique dédié à Monsieur Charles, cette machine est représenté ici s'élevant pour la seconde fois au milieu de la Prairie de Nesle, où il venoit de descendre, accompagné de Mr. Robert et en Présence de Mgr. le Duc de Chartres, Mr. le Duc de Fitz-James, et de Mr. Farer, Gentilhomme Anglois, Mr. Robert presente le Procès-Verbal à signer aux Curés d'Hedonville et de Nesle."
Large engraving by Denis after Derais.
 Size 13½ x 10¼ inches. *(Paris) chez Basset, 1783.* £14 14s

[778] LYONS. Monday, January 19, 1784. "Aérostat de Lion, gravé d'après le Dessain donné par M. Pilatre de Rosier, qui en a fait la description suivante. Pr. Aérostat destiné à élever des fardeaux considérables, inventé par MM. Montgolfier, et construite à Lion, au moyen d'un souscription National montant à 8000 livres. Presidée par M. de Flesselles et par M. le Prince de Ligne." Below the representation of the famous balloon "Le Flesselles," coloured, and below it 13 lines of French text.

Engraving by Delalande.

Size 13½ x 9 inches. *Se trouve chez Delalande, Graveur (1784).*

£15 15s

[779] LYON. Monday, January 19, 1784. Machine Aërostatique de 120 pieds de hauteur construite à Lyon.

Balloon entitled "Le Flesselle" seen arising over the river Rhône and the City of Lyon. At the top the words, "Vue générale de Lyon, prise du haut du Faubourg de la Guillotière." Eight-line description in French.

Beautiful line-engraving.

Size 14 x 10 inches. *Paris, chez le Noir, 1784.*

£15 15s

[780] LYON. Monday, January 19, 1784. "Expérience Aërostatique faite à Lyon en Janvier 1784 avec un Ballon de cent pieds de diamètre. Vue prise du Pavillon méridional de S^r Antonio Spréafico, aux Brotteaux."

Balloon ascending; below, an enthusiastic crowd of spectators; in the distance the town of Lyon. Description in French.

Magnificent line-engraving.

Size 10¾ x 8 inches. *Lyon, chés Joubert fils, 1784.*

£14 14s

[781] PARIS. March 2, 1784. "Experience du Vaisseau Volant de Mon^r Blanchard. Enlevé au Champ de Mars près Paris le 2 Mars 1784 entre Midi et 2 heures."

Mr. Blanchard and a companion are seen in his flying-boat. Six-line description in French.

Coloured line-engraving with the words at top "Sic Itur ad Astra."

Size 11 x 8 inches. *Paris, chez Basset, rue S. Jacques, 1784.*

£14 14s

[782] PARIS. March 2, 1784. "Experience du vaisseau volant de M^r. Blanchard le 2 Mars 1784 au Champ de Mars ou il est monté accompagné d'un Amateur."

Mr. Blanchard and a friend are seen in his flying-boat. At top the word "Sic itur-ad astra." *Coloured line-engraving.*

Size 6 x 3¼ inches. *Paris, chez Basset, 1784.*

£7 10s

[783] [RICHMOND ELECTION]. "Madam Blubber's Last Shift or The Aerostatic Dilly."

Political caricature on the Elections showing the Duchess of Devonshire in the air riding on a balloon; beneath two men, one at each end of the basket. Below spectators and a view of Covent Garden. In the distance Richmond Hill. In the air flying birds.

Size $13\frac{3}{4}$ x $9\frac{1}{2}$ inches.

London, Published by H. Humphreys, Bond Street, April 29th, 1784.

£2 2s

[784] VERSAILLES. June 23, 1784. "La Machine aërostatique, vue du côté du Château." Engraving tinted in delicate colours of the MONGOLFIÈRE MARIE-ANTOINETTE. In the centre is seen a decorated arm holding a laurel wreath. At one side a sheaf of wheat and on the other side Her Majesty's initials. With eleven-line description in French of the ascent and descent of the balloon. *Coloured engraving.*

Size $12\frac{1}{2}$ x $9\frac{1}{2}$. (Paris, 1784).

£10 10s

[785] PARIS. Sunday, July 11, 1784. "LE CHAT MIAULAN FOUETTÉ PAR LE SUISSE." And below four verses of seven lines each. Above is seen the burning balloon, in front of which is a cat standing on its hind legs, and garbed in clerical attire is being beaten by a lackey, in front are some boards and smashed chairs, below is a portrait of the Abbé Miaulan in a medallion. *Coloured engraving.*

Size $11\frac{1}{2}$ x 7 inches. (Paris, 1784).

£7 10s

[786] RODEZ. 6th August, 1784. "Vue perspective de la ville de Rodez, capitale du Rouergue prise du clocher des Chartreux dédiée à Monseigneur Seignelay Colbert de Castle Hill, Evêque et Comte de Rodez." Magnificent print showing a Montgolfière made at Rodez by the Abbé Carnus over the Chartreux. With four-line description in French.

Line engraving by Blanchon after N. Candieu.

Size $18\frac{3}{4}$ x $9\frac{3}{4}$ inches with margins. Rodez, 1784.

£16 16s

[787] LONDON. September 29, 1784. "ALL ON FIRE, or the Doctors disappointed. A view taken in Lord Foley's Garden, September 29, 1784 (Portland Road)." A balloon on Fire. Aquatint.

Size 11 x 14 inches, with margins.

1784. "London, published Oct. 20, 1784, by E. Wyatt."

£15 15s

A very fine impression.

- [788] LONDON. Saturday, Oct. 16, 1784. "GRAND AEROSTATIC BALLOON, in which M. Blanchard on Saturday, October 16th, 1784, ascended from the Royal Military Academy at Little Chelsea, a fourth Time in the Atmosphere, accompanied by the ingenious Mr. Sheldon . . . the two gallant Adventurers preceded by two small Balloons as Signals . . . The travelers made a stop at Sunbury where for the expediting the machine the gallant Sheldon (unwillingly) descended and left his friend to pursue alone his journey through the tractless void . . . alighted at Rumsey, near Southampton . . . the most extraordinary journey ever performed."

Line engraving.

Size $13\frac{1}{2}$ x $9\frac{3}{4}$ inches, with margins.

London, published by R. Wilkinson, No. 68, Cornhill, 18th Oct. 1784.

Bruel No. 129.

£13 13s

- [788a] ——— Another. Uncoloured.

£10 10s

- [789] CASSEL. December 2, 1784. "Vue du Ballon Aërostatique, construit & lancé à Cassel par Mssrs. Ratis & Détroit."

A sextagonal-shaped balloon is seen rising over the hills, in the foreground a Château and in front a bridge over the river.

The original water-colour drawing.

Size 14 x 11 inches. Cassel, 1784.

£25

THE MOST REMARKABLE AIRSHIP INVENTED!

- [790] LE VERITABLE NAVIGATEUR AERIEN. With descriptive chart of the various parts below. *Coloured line-engraving.*

Size 14 x $11\frac{1}{2}$ inches, with margins. *Chez Vachez, Paris. C. 1784.*

£21

A very rare print. See illustration on p. 33 of this catalogue.

It was L. J. Stoupy Bijou who suggested (as above) the idea of using multiple balloons in a dirigible design. See Bruel No. 86 and Hodgson's *History*, p. 35.

- [791] PARIS. 1784. MATHIEU'S BALLOON. "Nouvelle forme de Globe Aero-statique, au centre du quel est adapté pour point d'appui une Machine aussi simple que facile à Manoeuvrer pour avancer et se diriger dans les airs. Composé dessiné et gravé par le Sr. Mathieu." With lengthy "Explication" under. *Large line engraving.*

Size $9\frac{3}{4}$ x 14 inches. Paris, April 1, 1784.

£15 15s

- [792] "SIC ITUR AD ASTRA." A balloon ascending from a field crowded with people at Barcelona. Text on top right hand corner in Spanish.

Delicate line-engraving by Gamborino.

Size $7\frac{1}{2}$ x $5\frac{1}{4}$ inches. (Barcelona, 1784).

£3 3s

From the work by SURIA, "Experiencias Aerostáticas en Barcelona." Reproduced as plate 22 by Díaz Arquer, *Historia de la Aeronautica en España*, No. 37.

- [793] ESSAI SUR L'ART DE DIRIGER À VOLONTÉ LA CHALOUPE D. Engraving by Gaitte of an air-ship and its different parts.

Size 13 x 8½ inches. (*Paris*), 1784. £3 3s

This print was explained in the Supplement to No. 85 of the *Journal de Paris*, on Thursday the 25th March, 1784.

- [794] "LES DEUX BALLONS, pleins d'air inflammable, suivent une direction déterminée, tandis que le troisième dépourvu de son Gaz et soutenu par l'immense surface qu'il présente à l'air se dirige à l'aide de son gouvernail, vers un lieu propice."

Three flying-boats one of which has just disembarked its crew; one is on the ground one having already turned up his coat and put down his oars; another is just on the point of landing; another has come down on the sea and thanks to his diving-suit is able to float. With six-line description in French.

Line-engraving by M. Fessard after Thi^b. St. Anrdé.

Size 9½ x 7 inches. *Paris, chez M. Fessard, A.P.D.R. (1784).*

£6 6s

See BRUEL, "Histoire Aéronautique par les Monuments," No. 200.

- [795] DOVER. January 7th, 1785. The first crossing of the British Channel by Blanchard and Dr. Jeffries.

Blanchard's balloon is seen over the sea approaching Dover Castle. People on the cliffs waving. *Coloured etching by Rowlandson.*

Size 13 x 9 inches. *London, 1785.*

£8 8s

- [796] DOVER. January 7, 1785. "Mr. Blanchard and Dr. Jefferies departing from Dover with Balloon for the Continent."

Blanchard's balloon is seen over Dover harbour filled with shipping, and crowds on the beach and cliffs waving farewell.

Coloured aquatint. Size 14½ x 11½ inches.

London, published by H. Humphrey, January 17th, 1785. £16 16s

On top appear the words "After a pleasant Aerial passage they made a most beautiful Entrée into France at three o'clock & alighted twelve miles up the Country in the midst of the Forrest De Felmores."

- [797] IRELAND. May 12, 1785. "The Preservation of Sir Richard Macguire Who fell into the Sea (by the descent of a Balloon) off the Coast of Ireland, on the 12th of May, 1785."

Magnificent mezzotint engraving by W. Ward after I. I. Barralet.

Size 24 x 18 inches.

London, published by Thomas Milton, Lincolns Inn Fields, June 4th, 1787. £25

Sir Richard Macguire is seen in the sea being helped by six men into a boat. In the distance is seen his balloon on the water.

A slight marginal tear repaired.

- [798] LONDON. May 13, 1785. "MR. LUNARDI'S SECOND GRAND AIR BALLOON which ascended with himself from the Artillery Ground on the 13th May, and with Mr. Biggin and Mrs. Sage from St. George's Fields on the 29th of June, 1785."

Fine large mezzotint engraving by J. Jones. Size 20½ x 14 inches. London, published June 29th, 1785 by E. Wyatt, next door to the Pantheon. £18 18s

PROOF BEFORE LETTERS.

- [799] LILLE. Friday, August 26, 1785. BLANCHARD IN LILLE.
Entrée de Mr. Blanchard et du Chevalier Lepinard cinq jours apres leur Ascension Aerostatique dans la Ville de Lille 26 Aout 1785.

Line engraving by Helman after Watteau.

Size 11¼ x 17 inches with margins. 1785. Proof before letters. £12

The original painting of Watteau is still preserved in the Lille Museum.

- [800] (PARIS). GLOBE AÉROSTATIQUE. Figure exacte et proportions du Globe Aërostatique, qui, le premier, a enlevé des Hommes dans les Airs. Below an eight-line description in French of the Montgolfier balloon.

Line engraving of the Montgolfier balloon giving measurements.

Size 7½ x 10 inches. (Paris), 1785. £2 10s

- [801] "LUNARDI'S GRAND AIR BALLOON."

Engraved for the "Aerostatic Spy" by S. C.

Size 7¾ x 6 inches, with margins. London, C. 1785. £1 10s

- [802] AUGSBURG. August 24, 1786. Ascent of Baron J. M. von Lütgendorf. A delightful decorative print showing Lütgendorf's balloon rising outside the town over the fields and thousands of people watching. With-three line description in German below.

Line engraving by Frehling.

Size 16 x 12½ inches. Augsburg, 1786. £12 12s

- [803] AUGSBURG, Thursday, August 24, 1786. Der grosse Luft Ballon in welchem Freiherr v. Lütgendorf seine Luft Reise gemacht den 24 August 1786. *Line engraving.*

Size 4 x 7 inches. (Augsburg, 1786). £4 4s

- [804] "Les Jacobins allant révolutionner la lune en ballons. Ah ça ira, ça ira, ça ira."

A large decorative balloon is seen in the clouds surrounded in the middle by a band on which appears the motto "Liberté, Egalité, Fraternité ou la Mort" beneath which are the three Goddesses of fate. From the car hangs a flag with the inscription "A la lune, chers âmes." The balloon is surrounded by nine smaller balloons. *Aquatint engraving.*

Size 13¾ x 10 inches. (Paris, C. 1792). £16 16s

- [805] NIETO SAMANIEGO (Juan Andrés). Prospecto de una Nave aerostatica o globo atmosférico, con la adición de Barca, Timón, Velas, con sus correspondientes entenas y xarcia, aliremos que por medio de un admirable Tolete se disponen para bogar en la atmósfera.

Large engraving by M.P. surrounded by explanatory text.

Size 21½ x 15¾ inches. Madrid, 1794.

(SEE ILLUSTRATION OPPOSITE).

£36

The above is an engraving of a very unusual balloon, which Diaz Arquer in his "Historia de la Aeronáutica en España," quotes as being a "Preciosa lamina, uno de los documentos mas importantes para nuestra historia aeronáutica."

- [806] SIEGE DE LA COLONNE DE POMPEE. A column with men taking refuge on the summit, Arabs attacking below a balloon in the sky, "La Diligence d'Abissynie," men falling out of Car, dropping books "Théorie de l'Aérostation," etc. *Coloured caricature by J. Gillray.*

Size 19½ x 16¼ inches. Published by H. Humphrey, March 6, 1799.

£8 10s

"It appears by an intercepted Letter from General Kleber, dated 'Alexandrie 5 Frimaire, 7th Year of the Republic,' —that, when his Garrison was obliged to retire into the New-Town at the approach of the Turkish Army under the Pacha of Rhodes, a Party of the Savants, who had ascended Pompey's Pillar for Scientific Purposes, was cut off by a Band of Bedouin Arabs, who, having made a large Pile of Straw and dry Reeds at the foot of the Pillar, set Fire to it, and rendered unavailing the gallant Defence of the learned Garrison, of whose Catastrophe the above Design is intended to convey an Idea."—Inscription on plate.

- [807] LONDON. June 28, 1802, &c. M. Garnerin's Balloons with an Accurate View of the Ascent and Descent of the Parachute.

Engraving of five different balloons, with descriptive account under each of M. Garnerin's various ascents. By H. Merke after G. Fox.

Size 13½ x 16½ inches. 1802. "Published November, 1802, by G. Fox."

£15 15s

"From Major Baden-Powell's collection of aeronautics."

- [808] LONDON. Sept. 21, 1802. "A VIEW OF MONSR. GARNERIN'S BALLOON AND PARACHUTE. By which he ascended from the Volunteers Ground, North Audley Street, Grosvenor Square, Sept. 21, 1802, to the height of 8000 Feet, and the Parachute he descended by in a Field near St. Pancras Church, quite safe." *Coloured line engraving.*

Size 16½ x 13½ inches. (1802).

£10 10s

Delicately mounted on gauze.

- [809] THE NATIONAL PARACHUTE; or, John Bull Conducted to Plenty and Emancipation. Political decorative caricature in colours showing Pitt and Cobbett in the basket of a parachute about to land on globe lettered *Land of Emancipation.*

Size 14 x 10 inches, and margins. Published 1802 by H. Humphrey.

£6 6s

[810] BALLONS AND PARACHUTES. A popular print in six compartments showing:—

1. Mode of Filling Balloons.
2. Garnerin's Balloon and Parachute.
3. Puss' descent in the Parashute.
4. Landing at Hampstead.
5. Balloon Exhibition at the Pantheon.
6. Setting of the Fire Balloon.

Size 10 x 7 inches.

London, Published by J. Pitts, 14 Gt. St. Andrews St., Seven Dials.
C. 1802. £3 10s

[811] ADRIATIC SEA. Descent, October 8, 1803. "Gli Aeronauti Francesco Zambeccari Bolognese, Pasquale Andreoli Anconitano, e Gaetano Grasseti Romano, caduti sull' Adriatico e ricuperati il giorno 8 Ottobre Anno 1803." Zambeccari, Andreoli and Grasseti and their balloon are shown being rescued in the Adriatic on the 8th October, 1803. With ten-line description in Italian of the accident.

Line engraving by Bombèlli.

Size 18 x 15½ inches. (Rome, 1803).

£12 12s

[812] BERLIN, 23 May, 1804. "LUFTFAHRT DES HERRN PROFESSORS BOURGUET zu Berlin den 23 May Ao. 1804." The ascension, parachute, apparatus &c., with portrait of Bourguet in oval, head and shoulders, right profile. *Line-engraving by de Haller.*

Size 7½ x 6 inches. Berlin, 1804.

£5 5s

[813] REVUE GÉNÉRALE DU PETIT CONDÉ. General Condé reviewing an army composed of camels, ostriches, monkeys, donkeys, and other animals, while above there is a very curious balloon. *Coloured caricature.*

Size 17 x 24 inches. (About 1809).

£7 7s

[814] OXFORD. July 7, 1810. "THE ASCENT OF MR. SADLER, the celebrated British Aeronaut, at Oxford, at the commemoration, July 7, 1810.

Fine aquatint engraving in colours by R. Havell after E. M. Jones.

Size 13¾ x 9 inches.

"Published April 29th, 1811, by E. M. Jones, Newport Market."
1811.

(SEE ILLUSTRATION OPPOSITE).

£21

Bruel No. 135. Slight marginal tear repaired.

- [815] DUBLIN. October 1, 1812. "PART OF THE BALLOON in which Mr. (W. W.) Sadler ascended from Dublin, October 1, 1812."

Fine aquatint printed in colours by R. Havell. Proof state before the inscription.

Size 17 x 11 inches. 1812.

(SEE ILLUSTRATION OPPOSITE).

£21

A magnificent print. Mr. Sadler is seen standing in the balloon holding a flag in either hand as the balloon passes over Dublin harbour. The balloon was called "Erin Go Brath."

- [816] ——— Another copy WITH THE TEXT.

13 x 9 inches.

(SEE ILLUSTRATION OPPOSITE).

£20

Portion of print mended.

SADLER'S ASCENT AT NOTTINGHAM.

- [817] NOTTINGHAM. November 1, 1813. THE ASCENT OF MR. SADLER, the celebrated British Aeronaut, at Nottingham, Nov. 1, 1813. Very fine aquatint. *Printed in colours by R. Bonnington, 1813.*

(SEE ILLUSTRATION ON PAGE 161).

£26

A tiny corner repaired.

- [818] PARIS. May 3, 1814. THE ENTRANCE OF HIS MAJESTY LOUIS XVIII INTO PARIS. Scene : The Pont Neuf, &c. *Coloured line engraving.*

Size 11 x 17 inches, with margins. *London, February 1, 1820.*

£8 15s

Madame Blanchard is seen in a balloon waving a flag in each hand to welcome the King and Queen.

- [819] LONDON, August 1, 1814. "DESCRIPTION OF THE GRAND NATIONAL JUBILEE, held in St. James', Hyde, and the Green Parks on Monday, 1st of August, 1814." Broadside by John Fairburn, showing the Temple, the Jubilee Balloon and 5 other small woodcuts.

Size 16 by 13 inches.

A similar engraved sheet, without the centre text, but with another print of the Temple.

Size 17¾ x 13½, with margins.

Two different prints of the Chinese Pagoda and Bridge.

Size 4 by 8¾ inches.

4 items (all coloured) together on one mount. 1814.

£3 3s

[158]



Dublin, October 1, 1812.

'Part of the Balloon in which Mr. Sadler ascended from Dublin, October 1, 1812.'
Engraving in colours (greatly reduced), by R. Havell. Proof state before this
Inscription. Published in 1812.
See Nos. 815 and 816.

- [820] LONDON, Aug. 1st, 1814. "GRAND JUBILEE IN HONOUR OF PEACE."
 "This National Festival to celebrate the return of Peace and the Centenary
 of the illustrious House of Brunswick reigning over these Kingdoms. This
 View represents the lawn & Canal in S. James' Park with the Chinese
 bridge & Pagoda, the tents for refreshment & dancing & the Ascent of
 Mr. Sadler in the car with his Balloon." *Coloured woodcut.*

Size 13½ x 18 inches. *London, pub. by J. Pitts, August 9th, 1814.*

£2 2s

Top edge slightly torn.

- [821] LONDON, August, 1814. "THE FORTRESS (which inclosed the Grand
 Pavillion) in the Green Park, with the Ascent of the Balloon."

Coloured etching.

Size 8¾ x 13 inches.

London, published by Tho. Palser, Aug. 24, 1914.

£7 7s

- [822] LONDON, August, 1814. "THE FORTRESS (which inclosed the Grand
 Pavillion) in the Green Park, with the ascent of the [Sadler] Balloon."

*Interesting aquatint, showing Mr. Sadler waving a flag from his
 balloon.*

Size 9¾ x 13½ inches, with margins.

London, published by Tho. Palser, Aug. 24, 1814.

£1 10s

- [823] LONDON, August 1, 1814. "THE CHINESE PAGODA AND BRIDGE,
 erected over the Canal in St. James's Park, for the Grand Jubilee of the
 1st of August, 1814." *Engraving.*

Size 11¾ x 17 inches, with margins.

*London, published by J. Whittle and R. Holmes Laurie on Sept. 9th,
 1814.*

£1

Showing the ascent of Mr. Sadler's balloon over the Park.

- [824] LONDON, August 1, 1814. JUBILEE IN ST. JAMES'S PARK. The Chinese
 Bridge and Pagoda with the Tents in St. James's Park. This view repre-
 sents the Bridge and Pagoda over the Canal and other scenes of Festivity
 in honour of Peace, on August 1, 1814. *Engraving.*

Size 9¾ x 12½ inches, with margins.

London, published by J. Pitts, Sept. 16, 1814.

£1 10s

Mr. Sadler ascended with his balloon from the lawn opposite the Queen's Palace.
 This is a different print to the previous one.

- [825] LONDON, August 1, 1814. "THE TOWER AND PREPARATION OF THE
 FIRE WORKS, WITH THE BALLOON. In the Park August 1st, 1814.

Pretty aquatint in colours by M. Dubourg after J. H. Clark.

Size 8 x 10½ inches, with margins.

London, published by Edw. Orme, August 12th, 1814.

£2 2s



Engraved by E. Rowington.

*The ASCENT of M^r SADLER the celebrated **BRITISH**
AERONAUT at NOTTINGHAM November 1st 1813.*

Mr. Sadler's Ascent at Nottingham, November 1, 1813.
Aquatint printed in colours. By R. Bonnington.
London, 1813.
See No. 817.

- [826] NAPOLEON AT ST. HELENA. Napoleon is standing on a dais, rats in military formation before him, balloon rising over the sea in distance, on his birthday at St. Helena. *Coloured caricature.*

Size $6\frac{1}{4}$ x $8\frac{3}{4}$ inches, with margins. *Nuremberg*, 1816. £5 5s

- [827] GHENT, August 3, 1820. Grande ascension d'un ballon de 3373 pieds cubes, dans la ville de Gand, le 3 Aout 1820, à l'occasion de l'exposition publique des produits de l'industrie nationale.

A very curious and interesting coloured line engraving.

Size 10 x $5\frac{1}{2}$ inches. *Ghent*, 1820. £12 12s

With full margins.

- [828] DUBLIN, June 27, 1822. "The descent of Mr. Livingston on the Coast of Baldoye, County of Dublin, on Thursday the 27th of June 1822, on which day he ascended from the Porto bello Barracks, for the benefit of the suffering Poor of the South & South West of Ireland."

Mezzotint by Robert Havell after Mulvany.

Size 16 x 13 inches.

London, published by R. Havell, October, 1822. £14 14s

Some tears mended.

- [829] "LOCOMOTION." Two plates, coloured caricatures, with headings, "Flying by steam," "Riding," and "Walking by Steam."

Size $9\frac{1}{2}$ x 13 inches.

London, published by Thomas Maclean, 26, Haymarket (about 1825).

£4 4s

CORNILLOT'S ASCENT, NEAR SEVENOAKS.

- [830] SEVENOAKS, August 23, 1825. Representation of the Balloon immediately preceding its ascension from the Village of Seal, near Sevenoaks in Kent . . . At six p.m., on which occasion Mr. P. Cornillot established the principle of sailing in an horizontal direction at any required height of elevation. *Fine lithograph by Wm. Gauci.*

Size $12\frac{1}{2}$ x 16 inches, with margins. 1826.

(SEE ILLUSTRATION OPPOSITE).

£22

- [831] "MARCH OF INTELLECT." Amusing caricature forecasting future modes of travel, etc., many flying machines, balloons, dirigibles, motor cars, the Channel Tunnel, etc. *Coloured line engraving.*

Size 10 x 14 inches.

London, published by G. Humphries, 23rd of January, 1828. £7 7s



CORNILLOT'S Ascent at Sevenoaks, August 23, 1825.
London, 1826.
See No. 830.

- [832] LONDON, DULWICH, 1829. Charming crayon drawing entitled "Ballooning at Dulwich," showing a large balloon over the fields of Dulwich. Two men waving flags from the basket of the balloon. Signed D. C.

Size 8 x $5\frac{3}{4}$ inches. London, 1829.

£3 15s

- [833] A VISION. Father Time flying through the air carrying a man, a balloon below, with occupant crying "Stop Thief."

Engraving in colours. Published by T. McLean.

Size $11\frac{1}{4}$ x $9\frac{1}{2}$ inches, and margins. 1829.

£1 10s

- [834] "THE OPENING OF NEW LONDON BRIDGE by their most Gracious Majesties William the 4th and Queen Adelaide."

Very decorative aquatint in colours. The river is crowded with decorated craft and a Balloon sails over the Bridge, which is gay with flags.

Size $9\frac{3}{4}$ x 17 inches. London, published by R. Havell (1831). £4 4s

- [835] LONDON, July 2nd, 1833. "New Hungerford Market, London. On the day of Opening, July 2nd, 1833, with the Ascent of Mr. Graham in his Balloon."

Lithograph in colours by I. S. Templeton after R. W. Billings.

Size $8\frac{1}{4}$ x $11\frac{1}{2}$ inches.

London, published August 15, 1833. by R. W. Billings (at Mr. Brittons).

£8 8s

- [836] LONDON. "The Vauxhall Royal Balloon, formed of 2000 yards of Silk and capable of ascending with Twenty eight Persons, beside Ballast and Apparatus. Circumference 157 Feet. Height, with Car attached, 80 Feet. First Ascent, with 9 Persons, made from Vauxhall September 9th, 1836." *Coloured lithograph by F. Alvey after Black.*

Size 11 x 9 inches. London, published by Wm. Spooner, 1836. £3 3s

There is a background of trees to the Balloon.

- [837] LONDON, Friday, September 9th, 1836. "The Vauxhall Royal Balloon. First ascent from the Royal Gardens, Vauxhall . . . Constructed for the Proprietors of Vauxhall by C. Green."

Coloured lithograph by S. Parmenter after E. W. Cock's.

Size 15 x $10\frac{3}{4}$ inches.

London, published by the Proprietors of Vauxhall (*The only Authentic copy*), 1836.

£2 15s

- [838] LONDON, July 24, 1837. "The Royal Nassau Balloon. As it appeared when Ascending from The Royal Vauxhall Gardens. With the Parachute attached in which Mr. Cocking made his Fatal Descent, July 24th, 1837."

Pretty coloured lithograph by S. Parmenter, after E. Cocking.

Size 8 x 12 inches. London, 1837.

£7 10s

- [839] "FIGURATIVE REPRESENTATION OF THE LATE CATASTROPHE!" Caricature by H. B. about the Middlesex elections using Mr. Cocking's disaster in the inverted parachute as a pretext.

Size 14½ x 10½ inches.

London, published by T. McLean, 26, Haymarket, 31st August, 1837.

15s

- [840] COUNT LENNOX'S EAGLE. "An exact representation of the first Aerial Ship, the Eagle, now exhibiting at the grounds of the Aeronautical Society, Victoria Road, facing Kensington Gardens." Large coloured representation of Lennox's dirigible. Below, "This stupendous machine is constructed for establishing a direct communication between the capitals of Europe; the first Experiment of this new system will be made from London to Paris and back again early in August," and 7 lines text.

Coloured engraving.

Size 9½ x 12 inches. 1838.

£5 5s

See note to No. 219 of this catalogue.

- [841] "THE AERIEL SHIP, OR MUNCHAUSEN IMPROVED!" Caricature of Lennox's eagle or cylindrical flying machine showing numerous passengers scrambling on the ship, one riding astride on the rudder and a passenger falling overboard. Several lines of text below. *Lithograph*.

Size 12½ x 7 inches, with margins. London (c. 1838). £2 2s

- [842] "AERIEL VOYAGERS, OR PEOPLE OUT OF THEIR ELEMENT." Political caricature of Lennox's Eagle or cylindrical flying-machine. In it are eight persons. Verses. Rare English Caricature.

Coloured lithograph.

Size 9¾ x 6¾ inches, with margins. London, C. 1838.

15s

- [843] BOLOGNA. 1839. "Volo dell' aereonauta Francesco Orlandi eseguito nei pubblici Giardini di Bologna l'Anno 1839."

Lithograph by G. Metènni.

Size 11¾ x 16 inches. Bologna, 1839.

£7 7s

- [844] "MR. GREEN'S VOYAGE BALLOON, in which this intrepid Aeronaut intends to cross the Atlantic in the ensuing summer, from the American to the European Continent."

Coloured lithograph showing Mr. Green's balloon over the Atlantic.

Size 13 x 10 inches.

London, published by W. Morgan, April 2, 1840.

£7 7s

- [845] GREEN. Mr. Green's dirigible balloon. 1840.

Original pen and ink sketch.

Size 13 x 10¾ inches, with margins. 1840.

£2 2s

- [846] WEYMOUTH, August 12, 1842. "Weymouth, North View, with Mr. Greene's and Captain Curries ascent in the Albion Balloon, August 12th, 1842.

Lithograph in colours by Day and Haghe.

Size 11 x 17 inches.

Weymouth, published by B. Benson, Library, 1842. £5 5s

- [847] LONDON. Piccadilly looking towards the City (corner of Old Bond Street). Showing two balloons in the air.

Lithograph by and after T. S. Boys.

Size 17 x 12½ inches. *London (1842).* £5 5s

- [848] ——— Another Copy in colours. £7 10s

- [849] THE HENSON AEROPLANE. "By permission of the Patentees, this engraving of the First Carriage, the 'Ariel,' is respectfully inscribed, to the Directors of The Aerial Transit Company, by their obedient Servants the Publishers."

Coloured lithograph by W. L. Walton, showing the Henson Carriage over London (the Thames on left spanned by two bridges, St. Paul's to be seen on extreme left).

Size 9 x 12 inches.

London, published March 28, 1843, by Ackermann. £6 6s

- [850] HENSON'S AEROPLANE. "By permission of the Patentees, this Engraving of the First Carriage the 'Ariel,' is respectfully inscribed, to the Directors of the Aerial Transit Company, by their obedient servants, the Publishers." *Lithograph by W. L. Walton.*

Size 9 x 12 inches.

London, published by Ackermann & Co., March 28th, 1843. £2 10s

- [851] HENSON'S AEROPLANE. "The Ariel, the first Carriage of the Aerial Transit Company. The New Flying Wonder."

Lithograph by A. Carlile.

Size 6¾ x 9½ inches. *London, c. 1843.* £1 10s

The print shows the Ariel over an Indian Scene.

- [852] A CONSULTATION Previous to an Aerial Voyage from London to Weilburg in Nassau on the 7th day of November, 1836.

Steel engraving by J. H. Robinson after J. Hollins.

The personages are:—W. Prideaux, W. M. James, T. Monck Nason, J. Hollins, Robt. Holland, C. Green, Aeronaut. *Proof Impression before the names of the personages.*

(Size 8 x 11¼ inches, with margins.) 1843. £2 2s

- [853] NAPLES, March 25, 1847. Ascent of Mr. Guillot.

Lithograph by Gatti e Dura, showing a large balloon at the bottom of which is seen Mr. Guillot hanging on, waving with his left hand, in which he holds a hat.

Size 14½ x 10¾ inches. *Naples, 25th March, 1847.* £3 3s

- [854] GUCKKASTEN-BILDER BEI HEITERER BELEUCHTUNG. No. 76. (Events of the future.) Satirical Bill showing ten different persons, one writing holding pens in hands, feet and mouth, a Chinaman leaning out of a window, being given, by a man on the top of a ladder, a newspaper to read, entitled *Illustration*, January, 1900, etc., in the background several balloons attached to buildings, also railways and railways suspended in the air appear in the background.

Coloured line engraving by A. Geiger after Cajetan.

Vienna, 1847.

12s 6d

- [855] "AN AERONAUTICAL VIEW OF LONDON." Large panoramic view, drawn and engraved by R. Havell (in colours with explanation below).

Size 18 x 40 inches.

£10 10s

The first "aeronautical" view of London.

THE FLYING MOON-MAN DISCOVERED BY SIR JOHN HERSCHELL.

- [856] HERSCHELL. Scoperte fatte nella luna dal Sg. Herschell. Curious plate showing the regions of the moon, in which there is abundant vegetation and numerous flying men, lakes, volcanoes, animals, etc. Below is seen a moon-man flying with outstretched wings, by his side are curious animals of the giraffe and buffalo families.

A lithograph by Fergola.

Size 22 x 15 inches. *Naples (about 1860).*

£2 10s

ASCENT OF J. DURUOF, JUNE 6, 1874.

- [857] PARIS. Le Tricolore. Aérostat de 800 mètres cubes Diamètre 11^m 53. A tricolour balloon with two men and a woman in the basket waving.

Lithograph by Hamelin.

Size 20½ x 13 inches. *Paris, E. Hamelin, 1874.*

6s

- [858] LONDON. Ascent of the Balloon the "Cremorne" from Cremorne Gardens, Chelsea, two men in the basket waving flags to a crowd, and being cheered by the spectators. *Etching by W. Greaves.*

Size 11 x 9 inches. *(London), c. 1875.*

£4 4s

- [859] "RECONNOITRING." PAST, PRESENTLY, & PRESENT. Coloured engraved sheet containing 3 drawings illustrating reconnoitring in the past (at the time of the Napoleonic wars); the "present" (1907) by means of field-glasses and interrogating yokels; and "presently" from the air by means of an observation basket under a zeppelin shaped bag with a propeller at one end. An orderly is shown in a portion of another plane, marked *Made in Germany.*

Coloured engraving by P. Rainger after C. S. C. in proof state.

Size 24 x 10¾ inches (entire sheet).

Published June 10, 1907.

£9 9s

PART IV.

THE AIR-MAIL STAMPS AND AIRPOSTS OF THE WORLD.

[arranged in chronological order].

This section deals with the growth of the airmail services throughout the world, and is included in our Catalogue by the courtesy of David Field, Ltd. London, who are recognised authorities on these particular items. All the air-mail items catalogued hereafter are guaranteed genuine in all respects by David Field, Ltd.

The earliest known record of a message sent by air was during the relief expedition to find Sir John Franklin in 1850, when balloons were sent to the Polar Regions. Better-known examples are those of the Siege of Paris in 1870-1, during which period some fifty-five balloons were released, carrying passengers, newspapers and messages from the besieged city. Two of these balloons drifted over the English Channel and were never heard of again; a number came down in enemy territory, whilst others travelled as far as Belgium, Holland, and Norway.

This historic and heroic birth of the Air Mail led to further mail-balloon flights in other countries, from which emerged in Germany the first Zeppelin to carry mails. This in turn was superseded by the first heavier-than-air conveyance carrying mails, when the biplane made its debut between 1908 and 1910. From this humble beginning we now have—after a lapse of twenty-five years, the enormous air liners of to-day which carry regularly large quantities of mail to all parts of the world.

Examples of the pioneer flights are of necessity rare, owing to the fact that very small quantities of mail were carried, as every additional ounce of weight was a definite handicap against these machines even rising from the ground.

There is an ever-increasing demand amongst collectors for examples of the early air-mail stamps, the importance of which has now been realised, and we are pleased to be in a position to present this opportunity whereby these originals can be obtained at advantageous prices. Where prices are quoted in two columns, the first is for the unused stamp, the second for the stamp used on a flown envelope or card.

GREAT BRITAIN. Balloon-Post.

(February).—Special messages printed on pelure paper sent by Balloon to Sir John Franklin, who was lost in the Polar Regions. These items are very rare.

1870-1.**FRANCE. First Balloon-Mail.**

Balloons were first employed for the transport of mails by the French Government during the sieges of Metz and Paris in the Franco-German War of 1870-71. Two types of balloons were utilized in the postal service, viz., those carrying pilots (Monté), and free balloons, timed to descend after a set period in the air (Non-Monté). From Paris no fewer than 69 mail flights were made during the siege, carrying some thousands of missives, but few of these historical documents have survived to this day.

Various daily newspapers were also printed on very thin tissue paper for transportation by Balloon-Monté. These exist both new and also flown, a certain space being allotted on each for a written message. We give below a list of the chief journals that may be found.

- | | |
|--|-------------------------------------|
| (i.) "Gazette des Absents" (33). | (vi.) "Le Ballon-Poste" (22). |
| (ii.) "Dépêche-ballon" (28). | (vii.) "Le Journal-Ballon" (3). |
| (iii.) "Correspondance Havas" (in French)
(issued each day of the siege). | (viii.) "La Cloche" (2). |
| (iv.) "Le Journal Poste" (17).
(probably issued daily). | (ix.) "Les Nouvelles du Matin" (1). |
| (v.) "Correspondance Havas" (in German). | (x.) "L'Echo des Etrangers" (5). |
| | (xi.) "L'Enveloppe-Gazette" (13). |
| | (xii.) "Le Soir" (17). |

Note.—The figures in brackets refer to the number of issues of the particular journal. In addition there were several others of which only one issue is known, some being, of course, much scarcer than others.

Special coloured maps of Paris and environs were printed, showing the fortifications and each of the nine sectors. They were printed on very thin paper, and as they weighed only one gramme, they could be added to the newspaper without exceeding the regulation weight. They are known added to "Gazette des Absents" (No. i.) and "Le Ballon Poste" (No. vi.). These maps are rare.

- (xiii.) Coloured map issued for Nos. (i.) or (vi.).

First Pigeon-Post.

In connection with the Pigeon-Post, microscopic films were made (reduced to about one three-hundredth) of messages for transmission by these winged messengers. They were sent in sealed tubes, and when opened on receipt were thrown on to a screen in the manner of an ordinary film. Later special sensitized films were prepared by the Dagron process, comprising several of these messages, and extracts from journals. (See No. 299 of this Catalogue).

- (xiv.) Photographic proof messages (in manuscript or printed).
- (xv.) Film by microscopic photography (containing average of 2,500 despatches).

In February, 1871, a very rare book was published by M. de Lafolaye entitled "Recueil des Dépêches par Pigeons Voyageurs." With the exception of the manuscript despatches and the first photographic proofs which were not preserved, it contains the originals of all the official and private communications sent to Paris by pigeon post during the siege.

It was intended solely for the Archives, National Library, and institutions of a similar nature, and as far as we are aware only nine copies exist to-day.

- (xvi.) "Recueil des dépêches par Pigeons Voyageurs."

Special "Dépêche-Réponse" cards (Despatch-Reply cards) were issued for the pigeon posts. They were sold with a 5c. stamp already affixed, and there are in all five types. They are much scarcer flown.

860. "Dépêche-Réponse" (five types) from 10s.

Balloon-Mail.

When the town of Metz was blockaded on August 16th, 1870, messages—not exceeding 10 cm. x 5 cm.—were written on thin tissue paper, and tied in batches to very small balloons made of paper, or silk, and inflated in the ordinary way. They are known as "papillons," and bear neither postage stamp nor departure cachet, and only rarely have they an arrival cachet. A label was tied to the balloons requesting the finder to hand them over to the nearest post office, for which a reward of 100 francs was paid. The balloons varied in size, and carried from 200—5,000 messages per piece, there being in all about 31 despatches. Owing, however, to the extremely fragile nature of these messages, only a very small percentage exist to-day. In addition, some of them were brought down by the Germans in occupied territory and, presumably, destroyed.

1897.**GERMANY. Balloon-Mail.**

(19th October).—Leipzig. Flight by Capt. L. Godard in the Balloon "Aug. Polich."

861. Special card with portrait of pilot. Cachet in violet, as shown £6

Diese Karte hat die Fährte des Ballons
"Aug Polich" (Kapt. L. Godard) mitgemacht
und wurde am Landungsplatz der Post gegeben

GERMANY. Balloon-Mail.

(August 15th).—Munich Exhibition. Flight by the balloon "Europe." Special cards were printed, and a special cachet as illustrated was used.

862. Flown cover £10

Diese Karte hat die Freiform des Ballons "Europe" Kapt. L. Godard mitgemacht und wurde am Landungsplatz zur Post gegeben



GT. BARRIER ISLANDS (New Zealand). First Pigeon Service with Special Stamps.

A company known as the Great Barrier Pigeon-gram Service established a regular service by carrier pigeons between Auckland, N.Z., and Great Barrier Island, 65 miles to the North West, in November, 1897, and special stamps were issued twelve months later. In September, 1899, the service was extended to Marotiri and Hen and Chickens Islands. A rival service—the Great Barrier Pigeongram Agency—commenced operations in 1899, both services continuing to function until the opening of a Government cable in September, 1908.



(November).—First issue, zinco-typed at offices of Auckland "Observer." Perf. 12½. Printed in sheets of four.

863. 1s. blue on white (unused) .. 30s. 863. (a) Complete sheet of four (unused).. £5

1899.**GT. BARRIER ISLANDS (New Zealand). Pigeongram Service.**

(January).—Surface-printed at office of "New Zealand Herald" (Auckland). Perf. 12½. unused. flown.

864. 1s. greenish blue 17s. 6d. £20

(May).—The Postal Officials at Auckland objecting to the words "Special Post," No. 864 was overprinted with the word "Pigeongram," the overprint covering the original inscription. Issue, 960.

865. 1s. green blue £8 £20

(July).—Same type as No. 865, with "Pigeongram" replacing "Special Post." Issue, 12,000.

866. 1s. dull blue on grey 17s. 6d. £15

All the above are extremely rare on genuinely flown entires.

The messages were written on sheets of thin tissue paper, sealed with the stamp, and cancelled with one or other of the following obliterations:—

- (a) Circular, in blue, with inscription, "Original—Barrier—Pigeon—Service."
- (b) Two-line cachet in violet or black, "The Original—Great—Barrier—Pigeongram Service," and date.
- (c) Double-lined circular cachet with same inscription as "b."

(July).—Issued by the Great Barrier Pigeongram Agency. Designed by Mr. Wiggs. Lithographed at offices of "Auckland Star." Perf. 11½.

867. 6d. blue (10,000 printed) 20s. £10

868. 1s. carmine (5,000) 30s. £15

Both are exceedingly scarce on entire covers. These stamps were printed in sheets of 20, which can be reconstructed with the aid of constant varieties of impression.



1899.

(September).—Issue of the Marotiri Copper Mines Syndicate for service between Marotiri, or Hen and Chickens Islands, and Auckland. No. 864 overprinted as for No. 865, but with additional overprint "MAROTIRI." Issue, 200.

869. 1s. greenish blue £12 —

GERMANY. Balloon-Mail.

(Oct. 3rd).—During the General Sporting Exhibition, Munich, on October 3rd, 1899, official Souvenir cards were dropped from a captive balloon and posted to destination in the ordinary way.

870. (October 3rd).—Single-line cachet in violet, lettered "300 mtr. uber Munchen im Fesselballon aufgegeben" £2 10s.

1903.

GREAT BRITAIN. Balloon-Mail.

(August 29th).—Balloon post organized in connection with Fête in aid of the National Lifeboat Institution at Manchester. Special souvenir cards were used, with design of Balloon above rocky coast.

871. Flown card £35

1907.

GREAT BRITAIN. Balloon-Mail to Sweden.

(October).—"Daily Graphic" Balloon Expedition. Special card showing on left picture of Balloon floating over London. Across the top of the card an inscription "A message from mid-air." These cards were thrown out of the Balloon "Mammoth." The only specimens known of these cards were thrown over at Tosse on the 14th October, 1907. Tosse is about 100 miles north of Gothenburg, Sweden.

872. Flown card £20

1908.

ITALY. Aeroplane-Mail.

(May—June).—Rome—Turin, via Milan. A special vignette and card were issued for this flight, showing the biplane in flight, and also inset the aviator at the wheel.

This piece is extremely scarce.

GERMANY. Balloon-Post.

(10-11th October).—International Balloon Meeting at Schmargendorf—Berlin.

873. Special cancellation in circle, "Internationale Ballonwettfahrten. Berlin—Schmargendorf. 10.10.08. 12.IN." —

This piece is very rare.

1909.

GERMANY.

(July—October).—Frankfurt-am Maine. Aerial Navigation Exhibition. Special circular cachet inscribed "Frankfurt (M)—*I.L.A.*". There is also a second type of cachet with the stars omitted before and after "I.L.A."

874. Flown card £12

First Zeppelin Air-Mail.

(31st July).—First Zeppelin Air Post. Special cards were printed and thrown overboard during the flight of the Zeppelin Z.II. from Friedrichshafen to Cologne. The cards had the printed address on them "Luftschiffbau Zeppelin G.m.b.H. Friedrichshafen A.B.," and on the same side a violet cachet giving instructions to the finder of the card. On the reverse side are printed instructions to the finder to post the card as quickly as possible at the nearest Post Office, and to fill in the details as to weather, direction of wind, etc. Only four of these cards are known to exist, the obliterations being as follows:—

875. Oberturkeim, 31 July, 1909. Bingen, 2 August, 1909. Onadrath, 5 August, 1909 —

(5th August).—Circular flight around Cologne by Zeppelin Z.II. Cards similar to previous ones but blue instead of yellow. Only two specimens are known. They carry the following obliteration:—

876. Horrem 5.8.1909 —

1910.

ITALY. Aeroplane-Mail.

(March 28th—April 7th).—Florence Aviation Week. A special vignette was issued, and flown covers bear the following two cachets, "Campo d'Aviazione Firenze" in black, and "Comitato per un esperimento—di Aviazione in Firenze," in two lines, in red.

877. Flown cover £10

(May 25th).—Verona—Concorsi. A special vignette and also a card depicting biplanes and monoplanes in flight were issued.

878. Flown cover —

BELGIUM. Stockel-Spa.

(July 23rd—August 4th).—Double-lined cachet lettered "Stockel Aviation—Stockel Luchtvaart" with date. These items are very rare.

879. Flown cover —

GREAT BRITAIN. First Aeroplane-Mail in England.

(August 10th).—Flight Blackpool—Southport. Special card. This flight was organised by the "Empire Illustrated." Owing to bad flying conditions, the aeroplane (piloted by C. Grahame-White) only covered a distance of seven miles. On the back of the card is printed in red a notice to this effect. All the cards printed bearing this notice, which was of course put on after the flight, were flown and afterwards posted in the ordinary way. This piece is of great rarity.

880. Flown card £35

ITALY.

(September).—Milan—Valico del Sempione. A special card suitably inscribed was issued, and cards bear also the following violet cachet in four lines, "Domodossala—Prima Stazione di controllo—della traversata del—Sempione in Aeroplano."

881. Flown cover £15

U.S.A.

(November 12th). — Experimental mail flight from S/S "Pennsylvania" at sea to New York. Special envelope with inscription as above printed in top left corner.

882. Flown cover .. £8

This was an experiment on the carrying of mail from

the deck of a liner. Special preparations were made for launching the aeroplane from the deck of the s.s. "Pennsylvania," but an accident to the propeller of the aeroplane stopped the flight.

Apart from the special envelope printed, we have seen another cachet lettered "ERSTE AEROPLAN-POST—FIRST AEROPLANE-MAIL—12 Nov. 1910," postmarked Rutherford, Nov. 14th, 2 p.m.

883. Flown cover.

Letters intended for the service were posted in New York and postmarked "Hudson Terminal Station" Nov. 12th, 1910, and letters delivered to the purser of the liner were carried ashore by the pilot boat and posted at Rutherford, N.J.

URUGUAY. First Flight in South America.

(December 18th).—Experimental flight Colonia—Buenos Ayres. Two-line cachet in black, "Por Aeroplan—Cattaneo."

884. Flown cover £25

1911**INDIA. The First Government Air-Mail Flight in the World.**

The first official air-mail flight ever undertaken was in connection with the United Provinces Industrial and Agricultural Exhibition, held at Allahabad in February, 1911. It was promoted by Captain Wyndham in co-operation with the Postmaster-General of the United Provinces, the mail of approximately 6,500 letters and post-cards being conveyed by the French aviator, M. Pequet, from the exhibition grounds to Naini Junction, five miles distant, on February 18th, 1911. A souvenir postmark was provided in honour of the occasion.

(February 18th).—First official Aerial Post. Allahabad to Naini Junction. Cachet as illustrated, in red.

885. Flown cover £3

886. Special large card depicting the pilot and machine, and signed "H. Pequet" (aviator). Only 40 were carried, and probably not more than 12 exist to-day £20

GERMANY. First Aeroplane-Mail in Germany.

(May).—Aviation Week at Chemnitz.

887. Black cachet "Chemnitz—Flugplatz—21 (or 22) Mai 1911" £10

ITALY.

(30th July—6th August).—Inauguration of the Zaule Aerodrome at Trieste. A special card was issued showing in the foreground a large eagle, and also various aeroplanes in flight. Some of these cards were autographed by the pilots. A special circular violet cachet was applied, inscribed "FLUGWOCHE TRIESTE," and also the date, "30—VII—6—VIII—1911."

888. Flown card £12

SWITZERLAND. First Zeppelin-Flight out of Germany.

(20th July).—Zeppelin-flight into Switzerland.

889. Special cachet £10

A special card was issued for this flight similar to the usual Zeppelin card but with inscription "Fahrt in die Schweiz 1 Juli, 1908." The cards were dropped over Zurich and carry the Zurich ordinary postmark, dated 20.7.1911. The Zeppelin "Deutschland" carried out this flight. Flown cards are extremely rare.

Aeroplane Mail

HAMBURG-AMERICAN LINE AT SEA
VIA AIR ROUTE TO UNITED STATES



DENMARK. First Danish Air-Mail Flights.

(September 2nd).—Belt Flight (Middlefart—Fredrica) by aviator Rob. Svendsen. Official post-card with 3 ore stamp and photo of aeroplane on reverse with signature of pilot. 200 printed. 890. Flown card (about 150 known) £16

GREAT BRITAIN. First Government Air-Mail in England.

(September 9th-16th).—Flights between London and Windsor and Windsor and London. This service was organised with the assistance of the Postmaster-General in celebration of the Coronation of H.M. King George V. and H.M. Queen Mary. Special cards at 6½d., and envelopes at 1s., ready stamped, were sold. These were printed in the following colours:—Light green, olive green, light red, yellow-brown, brown and violet.

(a) Flights London—Windsor, September 9th-15th. A large proportion of the total mail was postmarked on the opening day.

891. September 9th.—Yellow-brown, brown or olive-green card	£1
892. September 9th.—Ditto, envelope	£1 10s.
893. September 9th.—Light green, light red card or purple-brown	£4
894. September 9th.—Ditto, envelope	£7
895. September 9th.—Violet card or envelope	£8
896. September 11th-15th.—Yellow-brown, brown or olive-green card	£1
897. September 11th-15th.—Ditto, envelope	£1 10s.
898. September 11th-15th.—Light green, light red card or purple-brown	£2
899. September 11th-15th.—Ditto, envelope	£3
900. September 11th-15th.—Violet card or envelope	£8

(The violet cards and envelopes differ slightly in wording of text on reverse. They were printed for official invitations only and could not be purchased in the ordinary way).

Note.—We have also seen a light brown card dated September 8th.

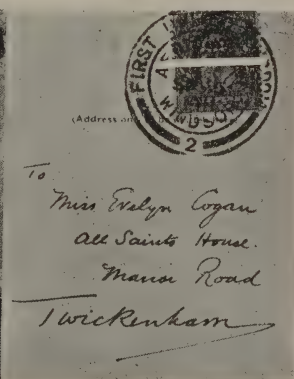
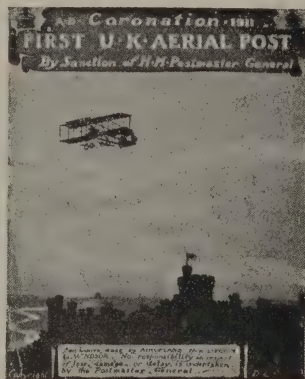
There also exists an extremely scarce error in the wording on the cards, viz., "HENDON—WINDSOR" for "LONDON—WINDSOR." We have seen but one example of this, which appears on an envelope printed in brown.

901. Unused envelope inscribed "HENDON—WINDSOR" £50

Another known rarity is an ordinary plain post-card which was flown from London—Windsor on the opening day (9/9/11), and bearing the commemoration postmarks as illustrated above. Only one of these is stated to exist.

902. Ordinary card flown 9.9.11 £50

(b) Flight Windsor — London, September 17th. Only one flight took place, carrying mail between Windsor and London on the 17th September. The mail was all however (with as far as we know a single exception), dated the 16th. London—Windsor cards and envelopes were used, together with others in which the inscription at the bottom of the design was altered to read "from Windsor to London." These latter were all printed in olive-green. The obliteration was similar to that used for London, "Windsor" replacing "London."



903. London—Windsor cards, yellow-brown, brown or olive-green	£3
904. London—Windsor envelope, ditto	£3
905. London—Windsor cards, light green or red	£6
906. London—Windsor envelopes, ditto, ditto	£7
907. London—Windsor card, violet	£10
908. London—Windsor envelopes, violet	£20
909. Windsor—London cards, olive-green	£4
910. Windsor—London envelopes, ditto	£5
911. Windsor—London cards, violet	£25
912. Windsor—London envelopes, ditto	£25

Specimens of the special Windsor—London cards and envelopes in violet are extremely rare.

Notes.—We have seen a specimen Windsor—London dated September 17th. This was the actual day of the flight (a Sunday). It was posted by the Postmaster of Windsor at the time, and is probably unique.

The violet cards and envelopes postmarked Windsor are exceedingly rare. Six special post boxes were used for London—Windsor, and the cancellations bear these numbers 1, 2, 3, 4, 5, or 6. Two post boxes were used at Windsor, and these cancellations bear the numbers 1 or 2.

For the original G.P.O. Poster, see No. 574 of this Catalogue.

1911.

For a unique collection of the original waybills and original bag labels, see No. 573a of this Catalogue.

FRENCH MOROCCO. First Flight in Morocco.

(September 13th).—Experimental flight between Casablanca and Rabat, organised by "Le Petit Journal." Two types of cachet employed, of which Type A is much the scarcer.

- | | | |
|------|-------------------------|-----|
| 913. | Flown cover with cachet | |
| | type (A) | £10 |
| 914. | Flown cover with cachet | |
| | type (B) | £6 |
| 915. | With both cachets | £15 |



(A)

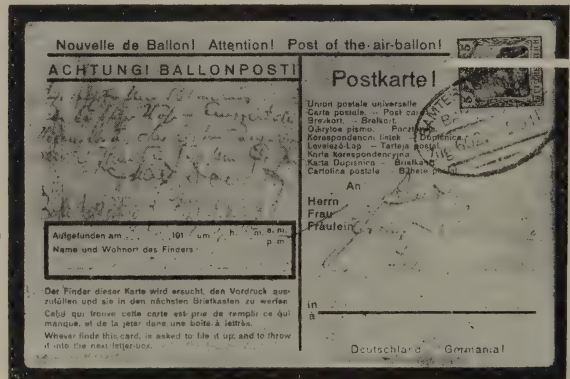
AEROPOSTE
du PETIT JOURNAL
BREGUET MILITAIRE No 40

(B)

GERMANY.

(September 26th).—Flight by the balloon "Bittorfer" at Charlottenburg.

916. Special card (as illustrated) £20



U.S.A. First Aeroplane Air-Mail in U.S.A.

(September 23rd-October 1st).—Garden City Estates—Brooklyn, N.Y. Circular cancellation and single line cachet "Aerial Special Despatch."

917. Flown cover £7



U.S.A.

(October 4th-6th).—St. Louis, Mo.

918. Flown cover £8
 (October 7th).—St. Louis—Chicago. Special four-line cachet, "Hydro-Aeroplane-Mail Service—St. Louis, Mo.—Oct. 7, 1911." The machine was piloted by Hugh Robinson.

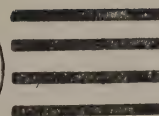
Flown card (only two examples known) —



1911.

(October 21st).—Rochester, N.Y.

919. Flown cover £9



(November 5th-

6th).—Fort Smith, Ark.

920. Flown cover £7

(November

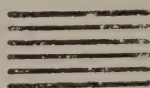
16th-17th). — Atlanta,

Ga.

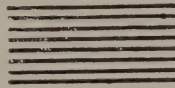
921. Flown cover

£20

**AEROPLANE
MAIL SERVICE
LEAGUE PARK STATION
FORT SMITH, ARK.
NOV. 6, 1911**



AEROPLANE MAIL SERVICE



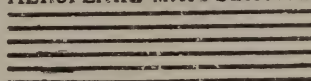
(November 25th-28th).—Savannah,

Ga.

922. Flown cover £6



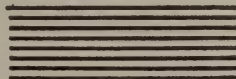
AEROPLANE MAIL SERVICE



(December 12th-13th).—Columbus, Ga.

923. Flown cover £8

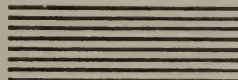
AEROPLANE MAIL SERVICE



(December 28th).—Albany, Ga.

924. Flown cover £7

AEROPLANE MAIL SERVICE



SOUTH AFRICA. First Air-Mail Flight.

(December 30th).—Flight between Kenilworth and Muizenburg. Official post-cards with special obliterations.

925. Flown card £10

(Only 2,579 cards were carried on the two flights, the second of which took place on January 3rd, 1912).

Note.—Some of these cards are known postmarked as early as December 27th.

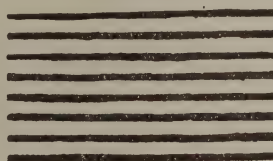
1912.

AEROPLANE MAIL SERVICE

U.S.A.

(January 1st). — Wil-
mington, N.C.

926. Flown cover £25



[175]

MAGGS BROS. LTD. LONDON

1912.

(January 20th-28th).—Los Angeles, Cal.

927. Cachet (type shown) £3
928. Cachet (another larger type) £2



(February 17th-25th).—Oakland, Cal.

929. Flown cover £3

GERMANY.

Flights between Bork and Brück by the Aviator Grade between the 18th February, 1912, and 25th June, 1913. First flight ordinary postmark of Bork and February, 1912.

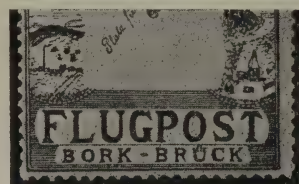
(26th February).—Special stamp in violet, without indication of value. Type (a). Lithographed on thick glossy paper. Imperf.



930. unused flown .. £10 £25

(Only 90 copies of this stamp were issued—extremely rare on flown covers).

(3rd March).—Design and colours as for No. 930, but matt paper. Perf. 12.



931. £1 10s. £8

(a)

(March).—New design (type b).

932. Black, imperforate £10 £25
933. Violet, perf. 12 .. £8 £20

(No. 932 on flown cover is of the greatest rarity).



(b)

(March).—New design (type c).

934. Violet, perf. 12 £5 £12
(a) Pale grey-mauve £7 —



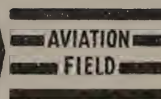
(c)
(Reduced)

1912.

U.S.A.

(March 2nd-3rd).—Sacramento, Cal.

935. Flown cover £30



(March 17th).—Galveston, Tex.

936. Flown cover £35

Galveston, Tex
U. S. Aerial Mail
March 17, 1912

U.S.A.

(April 6th-7th).—San Diego, Cal.—Coronado, Cal. Cachet "Aeroplane Station—date—San Diego, Cal."

937. Flown cover £20

April 10th).—New Orleans—Baton Rouge.

938. Flown cover £15

939. Return flight £30

(April 21st).—Eureka, Cal. Black circular cachet, "Aeroplane Post—Apr.—U.S. Mail—21, 1912—Eureka, Cal."

940. Flown cover (147 carried) £7

(May 18th).—Altoona, Pa. Violet circular cachet "Aerial Post Office—date—Altoona, Pa."

941. Flown cover £3

AUSTRIA. First Austrian Air-Mail Flight.

(May 18th—June 23rd).—First International Aviation Exhibition at Vienna. Special cards were printed in connection with the Exhibition, and a special cachet in four lines was prepared and applied in black as follows:—"I Internationale Flug—Austellung in Wien 1912—in Wien—date."

942. Flown cover £2

During 1912-13 there were also three aviation meetings for which special cards and cachets were prepared as below:

943. 1912 (June).—The Aspern Aerodrome at Vienna £1

944. 1912 (September 15th-29th).—Aviation Meeting at Innsbruck £2

945. 1913 (June 15th-22nd). Vienna Aviation Week £1

GREAT BRITAIN.

(May 24th).—Bath—Hendon Aerodrome. Special gummed label, worded in black, "This card was carried from Bath to the London Aerodrome by aeroplane, 24th May, 1912. Aviators initials . . ." The aviator's initials, "B.C.H.," were filled in by the Pilot Hucks, who flew the mail from Bath. Covers bear the Hendon postmark of May 28th, 1912.

946. Flown cover £40

U.S.A.

(May 30th-31st).—Milwaukee, Wis. Blue circular cachet "Aeroplane Station—date—Milwaukee, Wis."

947. Flown cover (three known) £50

SWEDEN. First Swedish Air-Mail Flight.

(June 1st-2nd).—Flight between Eslof and Akarp, by the aviator Neilson.

FLIGHT ESLOF—AKARP.

Three-line cachet, "Svensk Flygpost—No. 2—Eslof 1912." A special post-card was carried showing the Pilot standing beside his B.S. Monoplane. Extremely rare piece.

948. Flown card £30

FLIGHT AKARP—ESLOF.

A similar cachet was used for the return trip, "No. 3" replacing "No. 2." A small circular cachet was also employed lettered "Flygpost No. 1 (2 or 3) Akarp—Eslof—Svensk." Only about a dozen of these cards have come to light.

949. Flown card £30

JAPAN. First Japanese Air-Mail Flight.

(2nd June).—Flight Yokohama—Tokio. Official air post-cards and special cancellation.

950. Flown cover £25

This flight was carried out by the American Pilot W. A. Atwater, but the machine crashed after traversing a portion only of the route. A series of two official cards showing portrait of Atwater and his curious bi-plane were issued. Only four flown specimens are believed to exist.

GREAT BRITAIN.

(June).—Bath—Falmouth, via Land's End. Flight arranged under the auspices of the "Daily Mail." Pilot, H. Salmet. Covers are postmarked Falmouth, June 15th, 1912.

951. Flown cover £40

(July—August). Circuit of Great Britain by Gustav Hamel.

952. Special cachet, as shown, in violet £30

These flights were organised by the "Daily Mail," and took place at various points. Cards exist postmarked Stockton or Redcar (26/7/12), or Middlesborough, 5.8.12.



(Reduced)

HUNGARY. First Hungarian Balloon-Post.

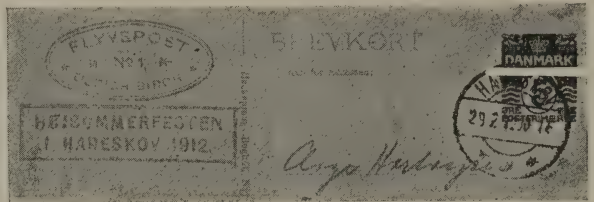
(July).—Balloon-Post. Special official cards in blue, with inscription "Glück ab!" or "Glück ab! Gut Land!" and balloon at right, printed in blue, black or brown. Instructions are also printed on the card as to posting by finder, etc.

953. Flown card £2 10s.

DENMARK.

(July 29th). — Demonstration Flight at Hareskov. Violet oval cachet as shown (a).

954. Flown cover .. £3



FRANCE.

(July 31st).—Flight Nancy—Luneville. Semi-official air post stamp as illustrated. Designed by Emile Friant. Lithographed. Perf. 12.

955. 25c. slate £1 10s. £2

This stamp was authorised by the Minister of Posts.

Out of a total printing of 50,000 stamps only about 15,000 were used and the bulk of the remainder destroyed.



GREAT BRITAIN.

(August).—"Daily Mail" Waterplane Tour of the South Coast. Special cachet in violet as shown. The cards used have photographs either of the Waterplane in flight, or of C. Grahame-White (the promoter of the flight) seated in the machine.

956. Flown cards from £10



(Reduced)

URUGUAY.

(August 25th).—Experimental Flight Salto—Montevideo. Special obliteration in three lines, "Correo Aereo—Salto—Montevideo—25 Agosto, 1912."

957. Flown cover £35

SWEDEN.

(August 29th).—Stockholm—Upsala. Flight effected by the aviator Dahlbeck. He carried special editions of the newspaper "Dagens Nyheter," on which is a facsimile inscription in Dahlbeck's writing, "Detta tidningsexemplar med fördes af undertecknad vid den första

1912.

Svenska tidningsposten per aeroplan anordnad af Dagens Nyheter, August, 1912—O. Dahlbeck," which means, "This copy was carried by me on the first Swedish newspaper mail by aeroplane, arranged by the Dagens Nyheter, August, 1912—O. Dahlbeck."

958. Flown cover (200 carried) £18
(September 1st).—Flight Stockholm—Java. Special air stamp was issued. Perf. 12½.
959. 50 ore, violet £1 5s.
960. Imperforate £2
961. Flown cover £5

A special cancellation was applied by the Swedish Post Office to letters carried on this flight, consisting of a concentric circle, broken by an oblong panel, and lettered "Sveriges—September, 1912—Forsta Flygpost."

ARGENTINE. First Argentinean Air-Mail Flight.

(September 14th, 20th, 26th and 30th).—Military demonstration flights at Rosario. Aerial propaganda stamp. Designed by Snr. Lubary. Recess printed by South American Bank Note Co., Buenos Aires. Perf. 11½.

962. 5 centavos blue 2s. 6d.
963. On flown cover £45

(Note.—Genuinely flown covers are extremely rare and should be purchased with discretion as at later periods this propaganda stamp was frequently affixed to letters despatched by ordinary post).



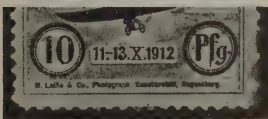
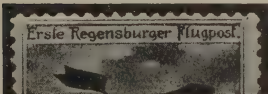
DENMARK.

(September 19th).—Copenhagen—Hamburg. Flight effected by the German Zeppelin "Hansa," commanded by Dr. Eckener. Ordinary Danish stamps and the oval "Hansa" cancellation.

964. Flown cover £20

BAVARIA. Regensburg Flying Days, 1912.

(October 12-14th).—Semi-Official adhesive stamps. Vignettes as shown. Photographic impression on thick glazed paper, by M. Leifee & Co., Regensburg. Perf. 11.



Type 1.

Type 2.

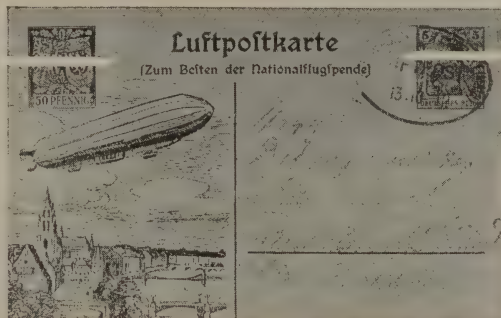
965. 10 pfg. black (inscribed "Regensburger Fliegertage"), 200 copies £4
966. 10 pfg. black (inscribed "Erste Regensburger Flugpost"), type 1, 200 copies .. £4
967. 20 pfg. brown (large format), type 2 (200) (a) Black £5

Flown covers are very rare. There are two types of cancellation, one worded "Erste Regensburger Flugtage" and the other "Erste Regensburger Flugpost." Covers are also franked with the ordinary Bavarian postage stamps and the ordinary cancellation of Regensburg.

GERMANY.

(13th-26th October).—Flights between Wiesbaden and Frankfurt a.M. and return by the Zeppelin "Viktoria Luise." Special cards with impression in green.

968. 50 pf. green, impressed 25s.
969. 1 mk. green, impressed 50s.



1913.

INDIA.

(January 8th).—Special flights in connection with the Calcutta Exhibition by French Aviators. Special cards were issued, inscribed "Great Aerial Exhibition—8th January, 1913—Messrs. G. Verminck & M. Pourpe—A souvenir from 20,000 feet—above Calcutta—Price Re 1."

970. Flown card (about six exist) £35

GREAT BRITAIN.

February 11th-18th).—First aerial parcels delivery between Gosforth Park—Seaham, and Blyth (Northumberland). Promoted by Robert Sinclair Co., Ltd., Newcastle-on-Tyne.

971. Private air post vignette 10s. —

SWITZERLAND.

(9th March).—Basle—Liestal.

Special vignette, perf. 12. Printed in sheets of 18 stamps.

972. 50c. bright blue	20s.	55s.
973. 50c. blue	20s.	55s.
974. 50c. pale blue	20s.	55s.

The printing consisted of 10,000 copies, of which number 5,030 were sold, the balance left on hand being destroyed.

Special cards: "Sammelurne: Burk, Mangold"; Militärfieger: Albrecht Mayer" and "Im. Manöver, O. Plattner."

Circular violet cancellation, "Erste Schweizerische Flugpost 9.iii.13."



(30th March).—Berne—Burgdorf.

Special vignette, perf. 12.

975. 50c. dark brown-red	15s.	25s.
976. 60c. pale brown-red	15s.	25s.

It is said that 13,000 copies of this stamp were sold during this meeting.

Special cards: "Oscar Bider" with signature, ditto without signature, ditto with Flugspende receipt on back.

Circular violet cancellation, "Erste Flugpost, 30.iii.13, Bern—Burgdorf."



SWITZERLAND.

(30th March).—Bergedorf—Berne.

Special vignette, perf. 12.

977. 50c. green 15s. 50s.
 (a) 50c. black on white (proof), flown —
 2,940 copies of this vignette were sold. Colour trials exist in the following colours: Black, grey-black, blue-black, violet, mauve, dark brown, pale chocolate, and dark green. Some copies are cancelled with an experimental postmark in violet, "Burgdorf 25.iii.13."

Special cards: Aeroplane over Burgdorf Castle, ditto over Burgdorf.

Minor varieties (plate flaws) exist on the sheets.

Circular violet cancellation, "1te Flugpost—30.iii.13—Burgdorf—Bern."



1913.

SWITZERLAND.

(31st March).—Herisau—Niederglatt.

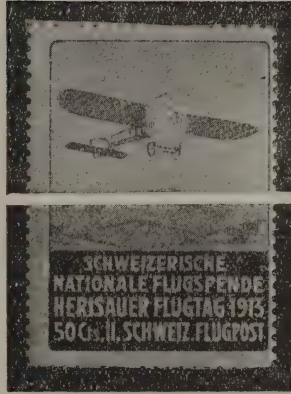
Special vignette, perf. 12. Printed in sheets of 21 stamps.

978.	50c.	dark bright blue	..	..	..	4s. 6d.	35s.
979.	50c.	bright blue	..	..	..	15s.	60s.

Printing: 10,000 copies. About 6,300 were sold, and of this number some 5,000 were used on correspondence. The remainder was destroyed.

Circular black violet cancellation, "ii. Schweizer Flugpost.
30.iii.13, Herisau."

Special card: Aeroplane over Sântis.



(6th April).—Aarau—Olten—Lenzbourg.

Special vignette, perf. 12. Printed in sheets of 50 stamps.

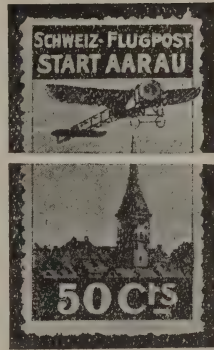
980.	50c. dark blue, yellow and dark brown ..	4s.	80s.
981.	50c. dark blue, yellow and greenish brown ..	4s. 6d.	90s.
982.	50c. dark blue, yellow and orange-brown ..	5s.	90s.
983.	Impression of tower and roofs in red on back	10s.	90s.
984.	Yellowish sky above roofs	15s.	90s.

There are several intermediate shades between the three listed. Further, the sheets contain many constant varieties: stop in "U" of "Flugpost," white spot under "U" of Aarau," etc., etc.

The printing was of 10,000 copies, of which almost half were used on Bider's two flights: Aarau—Olten and Aarau—Lenzburg.

Three special cards were issued, numbered 1, 2 and 3.

Black circular cancellation, "Schweiz Flugpost—6.vi.13—Start Aarau."



(27th April).—Liestal—Rheinfelden.

Special vignette, perf. 12. Printed in sheets of six stamps.

985.	No value, brown and yellow	..	..	20s.	50s.
986.	No value, pale brown and yellow	..	..	25s.	80s.

Printing: 5,000 stamps. About 3,800 were used for the flight.

Special cards: Flieger O. Bider (picture on front of card), and enlargement of vignette on back.

Circular blue cancellation, "I. Flugpost Liestal—Rheinfelden—27.iv.13."



BELGIUM.

(May 2nd).—Souvenir cards, inscribed "Poste Aerienne—Exposition de Gand," and below "Flying Post—Ghent Exhibition—Aeroplanes de Brouckère—Deperdussin."

[illegible]

These cards were re-issued on the 5th August, 1913, for a special flight from Ostend—Blankenberg, for which a special postmark was used. This is the rarest of all Belgian air mails, only two examples being known to exist.

BELGIUM.

Special Souvenir cards were sold for 1 franc each in the Exhibition grounds and despatched to Brussels by a temporary air service promoted by the aeroplane firm of Brouckère-Deperdussin.



SWITZERLAND.

(4th May).—Langnau—Berne.

Special vignette, perf. 12. Printed in sheets of 36 stamps.

988.	50 c. dark violet on pale lemon paper	2s.	45s.
989.	50c. violet	2s.	50s.
990.	50c. pale violet	2s. 6d.	50s.
991.	Stop in "D" of "Flugspende" (5th stamp)	15s.	70s.

Printing: 4,032 examples, of which 2,050 vignettes were used. 300 copies were destroyed.

Special cards: Oskar Bider overprinted "Flugtag Langnau i. E" in red, World's Post Jubilee, and "Bundesfeier" card.

Circular black cancellation, "Erste Flugpost—4.v.13—Langnau—Bern."



(18th May).—Sion—Siders.

Special vignette, perf. 12. Printed in sheets of 10 stamps.

992.	50c. red, on surfaced paper	2s.	60s.
993.	50c. bright red, on ordinary paper	2s.	60s.
994.	50c. dull red, on ordinary paper	2s. 6d.	65s.
995.	Bright and dull red se tenant	12s. 6d.	—

4,000 copies were printed and 1,600 were used. 70 copies were destroyed.

A double print is known of this vignette, but is believed to be a proof.

Essays exist in the following colours:—Brown, blue, blue on yellow-green, red and dull red on yellow-green.

Violet or mauve circular cancellation "Poste Aerienne Suisse—18.v.13."



(8th June).—Lugano—Mendrisio.

Special vignette, perf. 12.

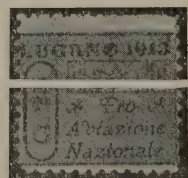
996.	Green and red on pale greenish grey	30s.	100s.
997.	Green and red on olive-grey	35s.	100s.
998.	Green and red on pale rose	60s.	140s.
999.	Green and red on rose	60s.	160s.
1000.	Green and red on dull rose	55s.	135s.
1001.	Imperf. on one side	55s.	135s.
1002.	Greenish impression on black	80s.	—

It should be noted that these different coloured backgrounds are often found se tenant one with the other.

4,000 copies of this vignette were put on sale; this quantity, however, did not meet the public demand, with the result that cards are to be found franked only with the 5c. official stamp, special flight cancellation but no vignette. Cards thus flown are as rare as those with the vignette.

Special cards "Comitato Cantonale," three types—(1) Aeroplane with Helvetia over Castle (rare), (2) Ditto over Mountain and Lake, and (3) Ditto over Lake with houses on left.

Special postmark—"Posta Aerea Svizzera—8 Giug 1913—Lugano" in circle in black or bright blue.



1913.

SWITZERLAND.

(22nd June).—Vevey—Villeneuve.

Special circular cachet in red, "Poste—0.25—Vevey—22.vi.13—Aérienne." Adhesive, cancelled by ordinary Villeneuve postmark.

1003. Special card, "Pour la Patrie." Allegorical picture of Helvetia as the conqueror of the air £20

This card genuinely flown is of extreme rarity.



(17th August).—Solothurn—Weissenstein.

Special vignette, perf. 12. Printed in sheets of 50 stamps by G. Fentzling, of Solothurn.		
1004. 50c. deep brown lake	1s. 6d.	70s.
1005. Imperforate	5s.	150s.
1006. Double Print (imperf.)	60s.	150s.
1007. 50c. rose	2s. 6d.	80s.
1008. Imperforate	50s.	150s.
1009. Imperf., pale rose	55s.	150s.

A mail of 1,500 covers were carried from Solothurn to Weissenstein, whilst on the return journey 150 cards were carried.

Special cards: Th. Borrer with Pounier-Hauriot, Borrer with Labarre (in aeroplane), and Borrer with Labarre (standing by machine).

(13th August).—Grenchen—Solothurn.

Special cancellation in violet or reddish violet, "Schweiz, Flugpost—31.8.13—Grenchen—Soloth.".

1010. Special card showing Th. Borrer standing beside the Pournier-Hauriot monoplane. No vignette £12
1011. Special card as above with 50c. red-brown Solothurn vignette (20 exist) £15
- (a) As above, but Solothurn vignette imperforate (three known) —

Owing to unfavourable conditions this flight only took place on August 31st.

Violet circular cancellation, "Schweizer Flug—Post Solothurn—Weissenstein." The Swiss 5c. stamp is cancelled by ordinary Solothurn or Weissenstein postmark.



GERMANY.

(11th September).—Flight Mulhouse to Feldberg and return. Lithographed. Perf. 11½.

1012. 25 pf. red £16 £8

(Extremely rare in unused condition).

Special cancellation in black, "Erste Flugpost 11 Sept., 1931, Feldberg—Mulhausen."



FRANCE.

(October 15th).—Flight Issy les Moulinaux—Bordeaux. Violet or black cachet "Par Avion."

1013. Flown cover £30

AUSTRIA.

(October 20th, November 2nd and 9th).—Flights by the Zeppelin Sachsen to aviation camp at Haida (Bohemia). Special circular cachet in black inscribed: "Zeppelin—Schiff Sachsen—date—Flugplatz Haida Böhmen."

1014. Flown card £8

A second cachet also exists with the date, October 20th, in the centre. It is inscribed "ZEPPELIN—SCHIFF—HAIDA—BÖMEN" with "SACHSEN" above and "FLUGPLATZ" below, and date in centre.

1015. Flown card (dated October 20th) £5

PAR AVION

EGYPT. First Egyptian Air-Mail Flight.

(February 3rd).—Flight under auspices of "Ligue Nationale Aerienne" between Cairo and Khartoum by the aviator, Marc Pourpe. Special cachet as shown.

1016. Flown cover .. £100

This piece is of the greatest rarity, only three copies being known.

**SWEDEN.**

(February 7th and 8th).—Mail carrying flight by Dr. Enoch Thulin between Kalmar and island of Oland. Round cachet in five lines, "Luftpost—överfordt pr aeroplan—af Dr. Thulin fran Kalmar till Oland—den 7 eller 8 Febr. 1914." This piece is rare.

1017.—Flown cover .. £20

(February 12th).—Flight Skogsby (Oland Island) Kalmra, by Dr. Thulin. Similar cachet but date corrected. This cover is also of great rarity.

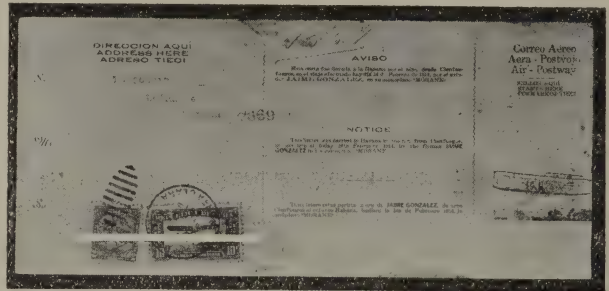
1018. Flown cover .. £30

CUBA. First Cuban Air-Mail Flight.

(February 24th).—Flight between Santa Clara and Havana. Special cards and envelopes inscribed in Spanish, Portuguese and English. "Air Postway." The following is also printed in the three languages:—"Notice.—This letter was carried to Havana by the Air from Cienfuegos, in his trip to-day, 24th February, 1914, by the flyman Jaime Gonzalez in his monoplane 'Morane'."

1019. Flown cover .. £40

This piece is of great rarity.

**MONACO. First Monaco Air-Mail Flight.**

In connection with an Aerial Rally organised by the International Sporting Club of Monaco, seven aeroplanes carrying mails of souvenir cards left various European cities for Monaco on dates between April 1st and 15th, 1914. Of these, three only completed the trip by air, viz:—The participants from Brussels, Paris and Madrid. From different causes the other mails were partly transported by rail.

Before departure a special stamp (without expressed value) was affixed to the cards, which was cancelled with a series of special postmarks containing the names of points of departure. A circular dated postmark inscribed "RALLYE AERIEN MONACO" was also applied on arrival.

(April 1st—15th).—Air stamp as illustrated. Perf. 12.

1020. No value (red) .. 10s.

Postmarks:—

1021. Madrid .. 15s.

1022. London .. 15s.

1023. Paris .. 15s.

1024. Brussels .. 15s.

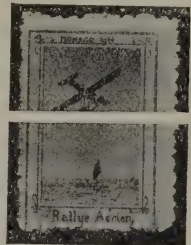
1025. Gotha .. 15s.

1026. Vienna .. 20s.

1027. Rome .. 70s.

1028. Milan .. 15s.

The Paris, Madrid and Brussels cards are known franked with the ordinary 5c. Monaco stamp obliterated by the ordinary P.O. Cancellation of Monaco. These cards are rare.



1914.

SWITZERLAND.

(4th May).—Olten (projected flight).

Special vignette, imperf. Lithographically printed by G. Rentsch, of Trimbach Olten.

1029.	50c. dark green (original) (24)	£25	—
1030.	50c. blue-green (reprint) (10)	£15	—
1031.	50c. yellow-green (reprint) (10)	£15	—

The above vignettes were produced for a flight on May 4th, but the pilot engaged had a fatal crash on arriving at Olten. A second aviation meeting was fixed for August 31st, but on this occasion Borrer pronounced the conditions unfavourable.

Special cards had been prepared—Pilot Rech in aeroplane, Rech over Langenthal, machine flying.

Two cancellations had also been prepared—circular (large) in black, "Flugtag in Olten—Arms—4 and 5 Mai 1913," and a smaller double circular in violet (or blue), "Flugpost Olten—5.v.13—Oensingen."

All the above vignettes are of extreme rarity.



GERMANY.

(May 10th and 11th).—Dresden—Leipzig and return by Zeppelin. Impressed stamp.

1032.	25 pf. deep green	£3	
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Oval cachet in black, "Flugpost Dresden—Leipzig (or Leipzig Dresden)—Dresden (or Leipzig) date.



DENMARK.

(May 12th).—Roskilde flight. Circular cachet in violet as shown

1033.	Flown cover	£10	
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GERMAN S.W. AFRICA. First Air-Mail Flight.

(May 14th—27th).—Flight Swakopmund—Usakos—Karibib—Okahandja—Windhoek. Four types of cachets, as follows:—

1034.	Cachet inscribed "Erster Flugpostversuch in D.S.W.A. (Swakopmund)" (May 18th)	£25	
1035.	Cachet inscribed "Luftpost Usakos—Karibib" (May 19th)	£35	
1036.	Cachet inscribed "Erster Flugpost Swakopmund Karibib Windhoek Deutsch Sud-westafrika" (May 22nd)	£50	
1037.	Cachet inscribed "Erster Flugpost — Deutsch Sud Westafrika Okahandja — Windhoek, May 22nd	£30	

(These cachets represent stages upon a special flight undertaken by the aviator Buchan in connection with an Exhibition held at Windhoek, the capital).

GERMANY.

1038. 1914 (May 17th).—Flight between Speyer and Mannheim. Special postcard inscribed "Karte des Prinz—Heinrich—Fluges 1914." Cachet in black, "Flugpost Speyer—Mannheim" £4

JAPAN.

(June 13th).—National Air Meeting at Narno, organised by the Imperial Aeroplane Society. A special card was issued showing a bi-plane in flight at the meeting. Special cancellation.

1039.	Flown cover	£10	
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1914.

GERMANY.

(June 20th).—Flying meeting between Breslau—Liegnitz, Posen—Königsberg and Danzig arranged but cancelled. Special stamp was prepared. Perf. 11.

1040. Deep blue	30s.	—
1041. Red-brown	30s.	—
1042. Green	25s.	—

(All without indication of value).

Special cards and an oval obliteration worded "Flugpost Breslau—Danzig—Liegnitz date" were prepared. The programme was carried out, but by the Military Air Force.



AUSTRALIA. First Australian Air-Mail.

(July 16th).—First Australian air post flight from Melbourne to Sydney (580 miles) by aviator Guillaux. Souvenir post card and special cachet.

1043. Flown cover (about 2,500 carried)	£12
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U.S.A.

(October 17th).—Grinnel, Iowa. Four-line cachet "By Aeroplane Mail, October 17—Forwarded—Via Aero Post."

1044. Flown cover (five flown)	£30
(November 3rd).—Troy, Alab. Circular cachet "Aerial Sub-Station—date—Troy, Alab."	
1045. Flown cover	£7

AUSTRIA.

Siege of Przemyśl (1914-1915).

During the second siege of the East Galician fortress of Przemyśl by the Russian armies from 7th November, 1914, to 22nd March, 1915 (when it was finally surrendered by the Austrian garrison), letters and cards were sent out of the beleaguered town by both balloons and aeroplanes.

Period—7th November to 31st December, 1914.

1046. Round cachet in black or violet	£3
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K. u. k. Fliegerkompagnie Nr. 11.

1047. Single line cachet in black or violet	£3
1048. Round cachet in black or violet	£10
1049. Balloon Post—three-line cachet in blue "K.u.K. "Festungsballonabteilung No. 2" Festungsartillerieregiment Fürst Kinsky No. 3"	£6

All the above are extremely rare. The Fliegerkompanie No. 14 was located at Kuschan—the landing place for pilots coming from Przemyśl.



1915.

AUSTRIA.

Period 1st January to 21st March, 1915.

During this period special cards were prepared and all were consecutively numbered at first in manuscript and afterwards by a stamping machine; the object being to ensure that each unit only sent out its allotted quota of cards.

1050. Length of cachet 67 mm., numeral in manuscript	40s.
1051. Printed numeral	40s.
Cachet in blue, black or violet. Colour of cards pale yellow, yellow-brown, lemon and buff.	
1052. Length of cachet 67 mm., numeral painted, cachet in blue, black or violet. Colour of cards, yellow, green and pink	45s.

**Fliegerpost Przemyśl
JÄNNER 1915.**

AUSTRIA.

1053. Length of cachet 67 mm., numeral painted, cachet in blue, black or violet. Colour of cards, pink and green .. 45s.
1054. Length of cachet 66 mm., in blue, black or violet. "1915" oblique to "Fliegerpost." Colour of cards, pink .. 45s.
1055. Length of cachet 59 mm., in blue, black or violet. Colour of card, yellow, green or pink .. 75s.
1056. Length of cachet 57 mm., in blue, black or violet. Colour of cards, yellow, green or pink .. 75s.
1057. Length of cachet 47 mm., cachet in blue, black or violet. Colour of cards, brown.
- This piece is of extreme rarity.

U.S.A.

- (February 20th).—Tacoma—Seattle, Wash.
1058. Flown cover (45 flown) £11
- (August 7th-8th).—Port Huron, Mich. Three-line cachet "Michigan's First Aeroplane Mail—Port Huron, Aug. 7, 8th, 1915."
1059. Flown cover (176 flown) £9
- (September 6th-14th).—Detroit, Mich. Four-line cachet "Detroit's First Aeroplane Mail—Detroit, September 6-14, 1915—Carried by Patterson Aviators."
1060. Flown cover £10
- (September 13th-15th).—Milwaukee, Wis.
1061. Flown cover £3

1917

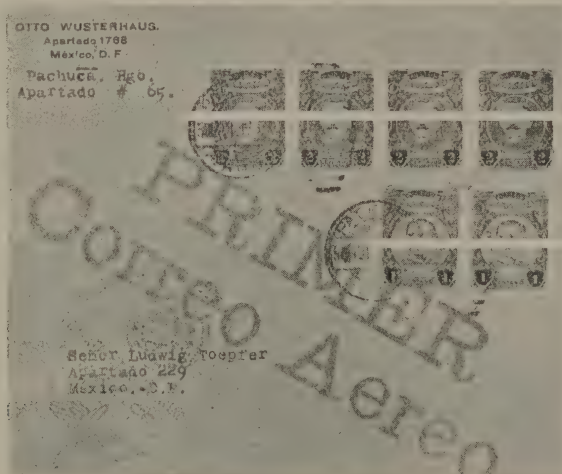
AUSTRALIA.

- (February 15th-27th).—Experimental flight, Mount Gambier (February 15th)—Hamilton (February 15th)—Casterton (February 20th)—Warrnambool (February 20th)—Melbourne (February 27th), by aviator Basil Watson. Souvenir card and cachet.
1062. Flown cover £20
- Covers carried on this flight are of the greatest rarity.

MEXICO. First Mexican Air-Mail Flight.

(July 6th).—Single flight between Mexico City and Pachuca. Special cachet in red, as shown.

1063. Flown cover .. £25



ARGENTINE.

- (September 2nd).—Experimental flight Buenos Aires—Montevideo by aviator Teodoro Fels. Cachet in black.
1064. Flown cover (approximately 157 carried) £18

1917.

AUSTRALIA.

(November 23rd).—Adelaide—Gawler. Flight effected by Mr. R. Graham Carey in a 60 h.p. Bleriot monoplane. Special cards were issued showing the aviator and his machine, and on the reverse the draped Union Jack and Australian ensign. Cards are franked with 1d. postage.

1065. Flown cover

Note.—These cards are amongst the rarest of Australian Aerograms.

1918

U.S.A.

(May 15th).—Official Air Mail Service. Air-mail stamps, recess-printed. Perf. 11. Design: Aeroplane in flight. Dates of issue shown in parentheses.

1066.	6c. orange (16/12/18)	3s.	3s.
1067.	16c. green (16/7/18)	12s. 6d.	5s.
1068.	24c. carmine and blue on bluish (15/5/18)	6s.	7s. 6d.
1069.	Error, centre inverted (100)	£900	—

The use of special stamps for air-mail letters was abolished from July, 1919, when the supplementary fee was discontinued, until August, 1923, when a new series of stamps was brought out. A single sheet of the 24c. error was sold over the counter at Washington P.O

CANADA. First Canadian Air-Mail Flight.

The first officially recognised air-mail flight in Canada was made by an R.A.F. pilot from Montreal to Toronto and back on June 24th, 1918. Only about a score of letters were carried, so that flown covers are of considerable rarity.

(June 24th).—Montreal—Toronto flight. Triangular cachet in red.

1070. Flown cover £50

CANADA.

(July 9th).—Calgary—Edmonton. Flight effected by the Pilot Katherine Stimson, from the Calgary Exhibition, by special permission of the authorities. Special rectangular cachet in three lines, "AEROPLANE MAIL SERVICE—JULY 9th 1918—CALGARY—ALBERTA."

1071. Flown cover £40

(August 15th to September 4th).—The Aero Club of Canada was authorised by the Minister of Posts to carry ordinary correspondence between Toronto and Ottawa, and vice versa. Flights from Toronto to Ottawa took place on August 15th, 26th, and September 4th. Ottawa to Toronto on August 17th and 27th, and September 4th.

Special stamps were also authorised to be sold and the correspondence franked with them in conjunction with ordinary postage. Printed by United Typewriter Co., Ltd., Toronto, tête-bêche pairs from one block, and perf. 12.

1072.	25c. red and black (2,800)	25s.	£25
1073.	Tête-bêche pair	80s.	—
1074.	Value omitted (194)	60s.	£40
1075.	Tête-bêche pair, with value omitted	£8	—
1076.	Flames omitted (6)	—	—

3,000 stamps were issued, but only a small number were actually used. Special cachet in violet inscribed "Aerial Mail—date—Toronto, Canada" was used as well as the ordinary postal cancellation of Toronto. The stamps were first used on the flight on August 26th, so that the previous flights, on the 15th and 17th, did not bear the special stamp.



(August 17th).—Ottawa—Toronto. Experimental flight undertaken by Pilot Lt. Longman. A special ornamental cachet in green was applied to the mail carried, reading "By AEROPLANE AUG. 17th, 1918. OTTAWA, CANADA." Only a small mail was carried.

1077. Flown cover £25

FRANCE.

(August 17th).—Paris—St. Nazaire Service. Two-line cachet in black lettered "LIGNE POSTALE AERIENNE de PARIS à ST. NAZAIRE."

1078. First flight cover £15

RUSSIA. First Russian Air-Mail Flight.

(August).—Kiev (Ukraine)—Berlin. Only covers from Government Departments, and addressed to the Ukrainian Diplomatic Mission in Berlin were carried. They bear a special double-lined oval cachet with teeth around the outer edge, inscribed in Russian characters, with the necessary particulars filled in by hand.

1081. Flown cover £10

FRANCE.

(September 15th).—Nice—Calvi (Island of Corsica). Postal cachet of Nice and arrival cachet of "Calvi-Corse." The red cachet of the "Commission Interministérielle de l'Aéronautique."

1082. Flown cover (about 50 carried) £12

1918.

SOUTH AFRICA.

(October 7th, etc.).—Flights to and from various points in the Cape Peninsula between October 18th and December 28th, 1918, in aid of the Funds of the Red Cross. Official postcards and special cancellation.

1083. Cards with blue and white badge on small Red Cross £3
 1084. Cards with black badge on large Red Cross £7
 (No. 1084 is considerably rarer than No. 1083).

CANAL ZONE. First Air-Mail Flight.

Balboa Heights Flight, 1918.

A mail of 1,119 letters, etc., containing local subscriptions to the U.S. Fourth Liberty Loan was flown from Cristobal to Balboa Heights across the Isthmus of Panama on October 18th, 1918.

(October 18th).—Circular cachets in blue, as shown.

1085. Flown cover .. £20



EGYPT.

(November 30th).—Cairo—Karachi, via Baghdad, Bushire. This flight was accomplished by a Handley Page machine carrying a crew of five, including General Salmond and General Borton. Covers bear a special cachet, "Brought by first aerial mail Cairo—Karachi 10th December, 1918."

1086. Flown cover (43 carried) £30
 (December).—Cairo—Delhi. R.A.F. Survey Flight. Circular cachet.
 1087. Flown cover £30

Only about 30 letters were carried by the aeroplane which left Cairo during the first week in December. The flight terminated at Calcutta on the 18th of that month.

1919

CHILE. First Chilean Air-Mail Flight.

Valparaiso—Santiago Flight, 1919.

(January 1st).—Semi-official adhesive stamp issued by Aero Club of Chile. Thick glazed paper, pin perf. Printing, 900 copies.

1088. 5 pesos, black £8
 1089. Flown cover with vignette £50
 1090. Flown cover without vignette £15

The above is known with regulation post office cancellation as well as with the violet cachet of the "Aero Club de Chili." Flown covers also exist franked with ordinary Chilean stamps without the addition of the Aero Club's vignette.

About 200 covers in all were flown.

IRAQ. First Irakian Air-Mail Flight.

(January 9th).—Military flight Baghdad—Delhi. About 50 letters in all, taken from Baghdad and Basrah, were carried on this flight.

1091. Flown cover £50
 1092. Basrah—Delhi. Flown cover £50
 Only six covers of each of the above are stated to exist to-day.

BELGIUM.

Brussels—Paris Service, 1919.

(January 19th-21st).—Oval cachet, lettered "PAR AVION." Struck in violet or black.

1093. On flown cover 50s.



1094. Line cachet, struck in black 10s.



BAHAMAS. First Air-Mail.

(30th Jan.).—Nassau—Miami. About 600 letters were carried on experimental flight between Nassau (Bahamas) and Miami (Florida, U.S.A.). Two types of cachets were used on all correspondence carried.

1095. Red impression in three lines "1st trip Aeroplane Nassau to Miami" £5
 1096. Violet-black impression in two lines "By air service—Nassau to Miami" £5
 Covers bear the ordinary postal cancellation "Nassau 30th Jan. 1919—Bahamas."

1919.

GREAT BRITAIN. First Air-Mail to India.

(January).—London—Karachi. Special cachet as illustrated, with date altered in manuscript.

1097. Flown cover £25

**FIRST THROUGH AERIAL MAIL
GREAT BRITAIN TO INDIA
KARACHI ¹⁷ 1. 1919.**

CANADA.

(February 17th).—Flight Vancouver (B.C.)—Seattle (U.S.A.). Special cachet lettered "Via Airplane Mail—First Flight—Vancouver B.C. to Seattle," in three lines.

1098. Flown cover £10

SIAM. First Siamese Air-Mail Flight.

(February 17th).—Flight Bangkok—Chanda-buri. Overprint in black, as shown, covering a block of four stamps. Although actually a cancellation, the overprint may be met with on blocks of unused stamps.

1099. Flown cover £7
1100. Return flight cover 26/2/19 (same cachet but with altered dates) £12
1101. Unused block of four (2 sats. brown) .. £3
1102. Unused block of four (3 sats. green) .. £3



IRAQ.

(February 25th).—Military flight Baghdad—Cairo.

1103. Flown cover £20
Very few letters were carried on this flight.

BAVARIA.

1103a. (Feb.-March).—Official Air Courier service,—Munich—Nurnberg—Wurzburg. Cachet in violet, red or black £14



FRENCH MOROCCO. First Air-Mail to Toulouse.

(March 12th).—First flight Casablanca — Toulouse. Special cachet in red-violet.

1104. Flown cover £25

This piece is of great rarity.



1919.

PHILIPPINE ISLANDS. First Air-Mail Flight.

(April 4th).—Manila. Flight by the American lady aviator, Miss Ruth Law. Special official card and triangular cachet in red as shown. Cards are dated Manila, 4th April, 1919.



1105. Flown cover	£20
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TUNIS. First Tunisian Air-Mail Flight.

(April 20th).—Line Gabès—Zarzis—Ben Gardane—Tunis. Contemporary postage stamp overprinted in carmine. Total printing, 75,000.

1106.	30c. on 35c. olive and brown	.. .. .	2/-	5s.
1107.	Overprint inverted	.. .. .	£20	—
1108.	Double overprint	.. .. .	£20	—
1109.	Double and inverted overprint	.. .. .	£45	—
1110.	Double inverted overprint	.. .. .	£35	—
1111.	Thin cross bar to figure "3"	.. .. .	£2	£4
1112.	Overprint in pale carmine	.. .. .	5s.	10s.

A special Air postmark inscribed "Poste Aérienne—town—date" was used on all letters carried. The service was suspended on February 1st, 1920. A second air post stamp had been prepared in Paris, but arrived too late and was used for ordinary postal requirements.

1113. On flown cover (20/4/19)	£2
1114. Later dates	5s.

NEWFOUNDLAND. The first attempt (Hawker's) at an Aeroplane-Mail across the Atlantic. The Mail was rescued in mid-Atlantic and delivered in England.

(April-May).—Trans-Atlantic Flights. The first air-mail flights in Newfoundland were those in 1919 in connection with the attempts to win "The Daily Mail" prize for the first aeroplane to fly the Atlantic. The two machines ready in April were the Sopwith (Hawker) and the Martinsyde (Raynham) for each of which mails were made up by arrangement with the Postmaster-General of Newfoundland. 200 of the 3c. Caribou issue were specially overprinted for use on the mail to be carried by first machine away; 18 of these were faulty and destroyed, and 95 were used to frank letters. Hawker was the first to get away, on May 18th. After flying 1,100 miles the machine came down in the Atlantic, and the aviators were rescued by the Danish s/s "Mary." The aeroplane and mail-bag were afterwards salvaged by the s/s "Lake Charlotteville," and taken to Falmouth.

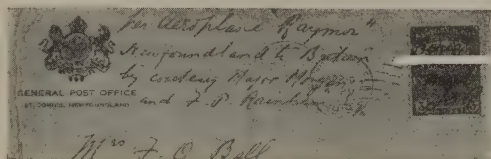
Nearly all the covers are sea-stained, and it is generally found that the stamp has moved from its original position on the letter, owing to the immersion of the mail-bag in the sea.

[illegible]

Although the Sopwith machine was the first way, the Martinsyde was standing by and made a start shortly after on the same day, carrying a mail of approximately 60 letters, mostly franked with 3c. ordinary Caribou stamps without overprint or surcharge, but a few were overprinted in manuscript "Aerial Atlantic Mail—J.A.R.," the latter being the initials of the Postmaster-General, who did the overprinting personally. Only three covers with this stamp on are known to exist, although Mr. W. Campbell, the Secretary, G.P.O., St. John's, states that about 50 were so overprinted. The Martinsyde crashed shortly after the start.

	1116.	3c. brown, manuscript over-	
print	.. .. .	=====
	1117.	Cover franked with ordinary	
adhesives	.. .. .	=====

The Martinsyde was rebuilt, and on July 12th the mail-bag was opened and a further 25 letters were enclosed, a few of these being franked with the Alcock stamp. The machine again crashed and the flight finally abandoned, and Captain Raynham sailed for England carrying the mail-bag with him. For some reason the Martinsyde mail-bag was not delivered to the postal authorities until the following January, and then only after an investigation had been started. Apart from the letters mentioned above, a few letters were included franked with stamps specially overprinted as shown, in black.



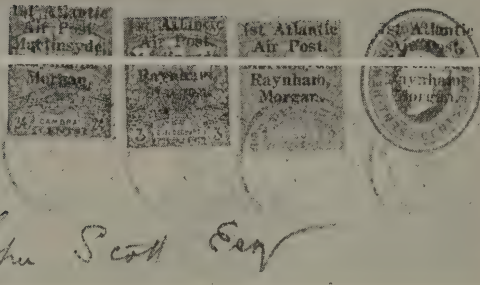
Although these stamps undoubtedly owe their existence to private speculation, the franked covers were cancelled at St. John's P.O., June 17th. One cover also bore the registration marks of the St. John's office.

1919.

NEWFOUNDLAND.

- 1118. 1c. green (Martinsyde overprint) .. —
- 1119. 2c. carmine (Martinsyde overprint) .. —
- 1120. 3c. brown (Martinsyde overprint) .. —
- 1121. 24c. ochre (Martinsyde overprint) .. —

Note.—All Martinsyde covers may be recognised by the fact that they bear the London P.O. cancellation of January 7th, 1920.



COLOMBIA. First Colombian Air-Mail Flight.

Following an experimental mail flight from Barranquilla to Puerto Colombia (Cartagena), under official auspices, on June 18th, 1919, a contract was concluded with the Compania Colombiana de Navigacion Aerea for a regular air post service between Barranquilla and Cartagena, commencing in February, 1920. This service lasted only a few months, but in July of the same year the commission was transferred to the Sociedad Colombo-Alemana de Transportes Aeos, by whom a regular service from Barranquilla to Girardot was put in operation in October, 1920. The system was subsequently extended to Bogota (the inland capital) as well as to Cartagena and Santa Marta, the two principal coast towns. The stamps issued by the two concessionaires were recognised by the Colombian Post Office.

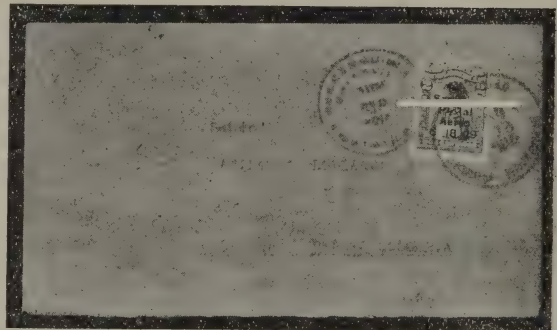


(June 1st).—Official Experimental Flight from Barranquilla to Puerto Colombia.

Contemporary postage stamp of Republic of Colombia overprinted at Barranquilla as shown. Total issue, 200 copies.

- 1122. 2 centavos, carmine £140 £80
- 1123. Error of type—both numerals "1" in date with serifs (20) £225 —

Note.—About 150 letters were flown, but the majority of stamps were removed from the envelopes. Flown covers are extremely rare.



ITALIAN LEVANT.

(June 6th).—A squadron of Italian Military aeroplanes on a flight over the East, dropped a large number of cards over Constantinople. These cards were printed in red, green or white, and bore the following inscription, "The Italian Squadron of the Levant, arrived from Rome by air, brings a message of greeting and good wishes to the Allied Forces and to the People of the Orient," which was printed in Italian and Turkish. About 10,000 of these cards were dropped overboard, but owing to an adverse wind, the majority fell into the sea. Some were, however, afterwards recovered at Stamboul and Galata.

- 1124. Flown card £3

NEWFOUNDLAND. The First Successful Aeroplane-Mail Flight Across the Atlantic.

(June 7th).—Vickers-Vimy and Handley Page Flights. Trial flights were made by these machines early in June, and the Postmaster-General arranged for a general mail to be carried by both machines; 10,000 copies of the 15c. scarlet Cabot 1897 series were overprinted for use on these mails and any subsequent Trans-Atlantic flights in 1919. The stamps were placed on sale on June 7th. The mail was limited to 3lbs. for each machine. The first 3lbs. were sent to Harbour Grace for the Handley Page, the second 3lbs. being kept for the Vickers-Vimy (Alcock). Alcock left St. John's on Saturday, June 14th, and was successful, landing at Clifden, Ireland, Sunday, June 15th. The mail was delivered in London on June 17th.

The Handley Page left on the 15th, but developed radiator trouble. After repairs had been made the flight was recommenced on July 4th, but at Parrsboro, N.S., the flight was finally given up, and the mail was forwarded to England via New York. The Handley Page covers are post-

marked "St. John's, June 9th, 1919, 5 p.m.," and "Harbour Grace, a.m., June 14th, 1919." Alcock letters are postmarked the 10th, 11th, 12th or 13th June, St. John's.

		Alcock cover.	Handley Page cover.
1125. \$1.00 on 15c. scarlet	£4	£60	£25
1126. Without comma after Post	£5	—	—
1127. Without comma after Post and without stop after 1919	£20	—	—

In each sheet there was 17 normals, 7 without comma, and one without comma after Post and without stop after 1919.

GREAT BRITAIN. The First Successful Airship Flight to U.S.A.

(July 2nd).—R.34. Flight to New York, U.S.A. Mail of fourteen letters was carried on the outward journey and dropped from the vessel over the village of Selmar, in Nova Scotia. The packet of letters was not found until November 8th of the same year. We have only seen one specimen of these covers, which is probably unique. It bears on the back the following: "This letter was dropped by H.M. Airship R.34 on July 5th, 1919, and picked up at Selmar, Hants. Co., Nova Scotia by Milton Weldon, on November 8th, 1919. Forwarded to Halifax, Nova Scotia by C. S. Waugh, Postmaster." At the top on the front of the envelope is inscribed "Per H.M.A.S. R.34."

1128. Flown cover

Note.—We have also seen one cover which was carried right through to New York and which bears the New York postmark of 7/7/19, and 2c. postage to prepay it back to England. It bears a four-line mauve cachet, "ON—H.M.A.S. R.34—EAST FORTUNE/NEW YORK—JULY, 1919." As far as we are aware this item is unique.

1129. Cover flown to New York

U.S.A. The First Successful Airship Flight from U.S.A. to Europe.

(July 9th).—Return Flight of H.M. Airship "R.34." New York—Clifden (Ireland). Cancellations as shown.

1130. Flown cover £40

The total amount of mail matter carried on the return voyage is officially stated to have weighed 15lbs. As this included a considerable number of newspapers, the amount of first-class mail must have been extremely small.

CHILE.

(August 5th).—Santiago—Buenos Aires Flight. Three-line cachet in blue reading "CORREO DE CHILE Via Aerea B. Aires. AGOSTO, 1919."

1131. Flown cover £15

CANADA.

(August 5th).—First Flight across Rocky Mountains. Vancouver—Calgary via Vernon and Lethbridge. Special cachets lettered "1st B.C.—Alberta Aerial Post," in red.

1132. Flown cover £50

1133. Card without cachet £30

(August 16th).—Flight Victoria—Nanaimo. Covers endorsed "Via Aeroplane" and showing dated postmark of departure and arrival.

1134. Flown cover (96 only carried) £8

AUSTRALIA.

(August).—Flight across Gulf of St. Vincent (S. Aust.) by Capt. H. Butler, A.F.C. Souvenir card in brown, green and blue.

1135. Flown cover

CANADA.

(August 25th).—Toronto—New York Air Race. Special stamp authorised for use under the same conditions as applied to the Toronto—Ottawa flight. Lithographed. Perf. 12½. Printing, 3,000 copies.

1135a. \$1 red and blue 45s. £6

1135b. Printed both sides (thin paper) 60s. —



FRENCH LEVANT.

(August and September).—Flights Constantinople—Bucharest — Salonica — Constantinople by Military aviators. Two types of cachet, as illustrated, of which type B is much the rarer. This type was used in September.

1136. Flown cover, type A £5

1137. Flown cover, type B £7

This service was a military one organised by the French Army as early as September, 1916, adapted to meet peace time requirements by carrying mails to join the Orient Express at Bucharest. Collectors should only purchase these pieces with a guarantee, as forgeries are known of both types.

In connection with these flights two special stamps were issued, in order to recover a part of the expenses entailed, but on political grounds they were forbidden, and the majority were destroyed. Some, however, had been given to the airmen and they are still in existence. They are printed in large rectangular format, inscribed "POSTES PAR AVION EN ORIENT," with the date "1918" and the value.

1138. 1 fr. blue-orange and rose (Rouletted) £12

1139. 2 fr. red, yellow and blue (Imperf.) £1 10s.

1140. Rouletted £3

AUSTRALIA.

(September 3rd).—Special Flight Hobart—Launceston (Tasmania). Cachet "FIRST TAS. AERO MAIL—D.P.M.G." in two lines, in violet.

1141. Flown cover —

DENMARK.

(September).—Flight Copenhagen—Skagen. Semi-official air post stamp as illustrated. This projected flight fell through, and the stamps were eventually used on the flight described below (No. 1143). Perf. 12.

1142. 5 kr. blue, green, red and lilac 6s.



(September 11th).—Copenhagen—Aarhus. Private mail carried by Capt. d'Ors and Capt. Krause Jensen. Special red rectangular cachet inscribed in three lines, "GOLIATH—København—Aarhus—11-9-1919." Some of these covers bear the special stamp (No. 1142).

1143. Flown cover £17

(September 13th). — Flight Naestved — Copenhagen. Type-set stamp. Total printing, 150 copies in sheets of six. All but 18 stamps were used on correspondence carried.

1144. 50 öre black on rose £20 £20

1145. Tête - bêche pair £35 £35

1146. No stop after "öre" (50) £25 £25

CANADA.

(September 24th).—Truro—Charlottetown.

1147. Flown cover (200 carried—few survive) £40

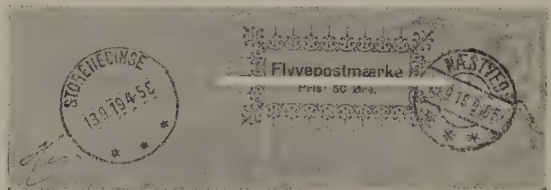
(September 29th).—Flight Charlottetown—Truro, in connection with Charlottetown



(A)



(B)



1919.

Exhibition. Covers endorsed "Via Aeroplane" or "Via Aerial Post" and showing arrival and departure postmarks.

1148. Flown cover (30 only carried) £25

GREAT BRITAIN.

(September 30th).—Leeds—London Flight. Special oval cachet, "The North Sea Aerial Navigation Co., Ltd., Leeds."

1149. Flown cover £40

This was a special flight owing to traffic disorganisation arising out of the Railway Strike, and only a few letters were carried.

SWEDEN.

(October 8th).—Flight by the German Airship "Bodensee" on flight Berlin—Stockholm and return. Green cachet "Bodensee—8 Oct.—1919."

1150. Flown cover (50 carried) £7

U.S.A.

(October 9th).—Parrsboro—Greensport (N.Y.), U.S.A.

1151. Flown cover £20

FRANCE.

(October 14th).—Paris—Melbourne flight via Chamba and Karachi. Three-line cachet in reddish purple, with manuscript alterations "First through air-mail Paris to Melbourne, etc., 11.11.19."

1152. Flown cover £35
(Flight abandoned at Akyab, India, November, 1919).

GREAT BRITAIN.

1153. London—Paris, 10th November, 1919 (Rate 2s. 6d. per ounce) £10

1154. Later flights 4s.

PHILIPPINE ISLANDS.

(November 28th).—Flight Iloilo—Manila. Special cachet in three lines, "Interisland—Aerial Mail—First Trip."

1155. Flown cover £35

NEW ZEALAND. First Air-Mail Flight.

(December 16th).—Experimental flight between Auckland and Dargaville. This was the first flight arranged by the Post and Telegraph Department to test the practical utility of the conveyance of mail in New Zealand. On the outward flight the distance covered was 112 miles, and on the return flight, which was made on the same day, a more direct route was followed, the distance being 86 miles. 825 letters were carried from Auckland, and 1,220 from Dargaville. All the trial flights in the Auckland district were conducted by means of a seaplane piloted by Mr. G. B. Bolt.

1156. Flown cover £15

1920

SOUTH AFRICA.

(February 15th).—Flight Cape Town—Johannesburg. Special cachet lettered "Carried by Aeroplane" in two lines of block capitals.

1157. Flown cover (four known) £100

The mail carried on this experimental flight was very small. Air postage was charged at the rate of 2s. 1d. per letter. In addition to the cachet already mentioned, letters were struck with the stamp of the carrying company, "Handley Page South African Transport Ltd." The aeroplane crashed near Beaufort West, C.P., and the mail was carried by rail for the remainder of the journey, arriving at Johannesburg on February 21st, 1920.

COLOMBIA.

(February 22nd).—Semi-Official air stamps issued under Governmental authority by the "Compania Colombiana de Navigacion Aerea." Pictorial vignettes overprinted and surcharged as shown. Various designs imperforate. Approximate printing 100 sets.



1158. \$0.10 green, red and blue	£25	£20
1159. \$0.10 blue and red	£25	£20
1160. \$0.10 yellow, red and blue	£25	£20
1161. \$0.10 red-brown, red and blue	£25	£20
1162. \$0.10 yellow-green, red and blue	£25	£20

1920.

1163.	\$0.10 red-brown, red and black	£25	£20
1164.	\$0.10 brown, green, blue and red	£25	£20
1165.	\$0.10 green, red and red-brown	£25	£20
1166.	\$0.10 black and red	£25	£20
1167.	\$0.10 blue, green, yellow and red	£25	£20

NEW ZEALAND.

(February 24th—April 3rd).—Experimental service between Auckland and Thames, Whangarei and Dargaville. Two flights were made to Thames on the 24th of February and the 16th of March. Five flights were made to Whangarei, on the 1st, 4th and 19th of March, and the 14th and 16th of April, and on the flight from Auckland on the 4th of March a bag of mail was dropped at Whangaparaoa. The flights from Auckland to Dargaville were made on the 8th, 11th and 31st of March, and from Dargaville to Auckland on the 8th and 11th of March and the 3rd of April. On each flight from Auckland to Dargaville a bag of mail was dropped at Ruawai, and on the 31st of March, bags were also dropped at Kaiwaka and at Matakoho.

1168.	Flown cover (Auckland—Thames flight)	£6
1169.	Flown cover (Auckland—Whangarei flight)	£6
1170.	Flown cover (Auckland—Dargaville flight)	£6

AUSTRALIA. England—Australia Flight by Sir Ross Smith.

(February 26).—England—Australia Flight by Sir Ross Smith. Souvenir stamp. Designed by Lieut. Courtney-Benson, A.I.F. Surface printed from single die at Commonwealth Stamp Printing Office, Melbourne. Wmk. Crown over A. Perf. 12.

1171.	Blue (no indication of value), mint	£175
1172.	On cover (about 130 exist)	£90

This frank stamp was affixed by the Australian postal authorities to envelopes enclosing letters actually received by the Ross Smith flight, which were then forwarded to the addressees by ordinary post. A certain number of letters picked up by the aviator en route and franked with ordinary postage, however, were despatched through the post without the addition of the special stamp.

NEW ZEALAND.

(March 12th-15th).—Experimental flight between Auckland and Opotiki. On this flight the plane left Auckland on the 12th of March, and en route a bag of mail was dropped at Port Charles, and bags were delivered at Tauranga, Whakatane and Opotiki. The return flight was begun on the 13th, when the mail bags for Auckland were collected at Opotiki and at Whakatane. A stay of two days was made at Tauranga, and the flight was completed on the 15th.

1173.	Flown cover	£6
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(April 9th-10th).—Experimental flight between Auckland and Awanui. The plane left Auckland on the 9th of April, and flew to Unahi, on the Awanui River, and then back to Russell; and on the 10th returned to Auckland. Mails were delivered at Russell, Whangaroa, and Manganui, and bags were conveyed by motor from Unahi to Awanui and Kaitaia. At Kaitaia the Postmaster used a special cachet, consisting of the inscription, "VIA SEAPLANE," in black, on both inward and outward letters.

1174.	Flown cover (without cachet)	£6
1175.	Flown cover (with cachet)	£8

DUTCH EAST INDIES. First Air-Mail Flight.

(April 28th).—Flight Weltevreden—Telokbetong.

1176.	Circular air post cachet	£6
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(April 28th).—Flight Telokbetong—Weltevreden.

1177.	Postmark of first named and circular air post cachet (Weltevreden)	£7
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BELGIAN CONGO.

Kinshasa—Stanleyville Air Line, 1920-21.

With the object of speeding up the European mails, a concession was granted to a private company to operate a mail service by hydroplane between Kinshasa and certain points in the interior. The route was opened as far as Gombi on April 1st, 1920; extended to Lisala on March 1st, 1921, and finally to Stanleyville on July 1st, 1921.

From April 1st until July 1st, ordinary Congo stamps were used in conjunction with a special cachet "EXPRES" struck in black.

1178.	Flown cover	50s.
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From July 1st, 1920, until the termination of the service in June, 1922, a special series of Air Post stamps were used. Recess-printed by Bradbury, Wilkinson & Co. Perf. 12. Various subjects.



1179.	50c. orange and black (1,500,000) ..	..	..	..	..	..	..	..	2d.	30s.
1180.	1 fr., violet and black (2,000,000) ..	..	..	..	..	..	..	..	3d.	30s.
1181.	2 fr., blue and black (1,000,000) ..	..	..	..	..	..	..	..	6d.	30s.
1182.	5 fr., green and black (5,000,000) ..	..	..	..	..	..	..	..	1/-	30s.



(The Express cachet is usually found on these covers, as well as the special Air Post stamps).

SWEDEN. First Sweden—Finland Air-Mail Flight.

(May 5th).—Stockholm—Helsingfors. Experimental flight by an English pilot (Henderson) surveying the projected Air-Mail route for the Stockholm P.O. authorities. Cachet in violet.

1183. Flown cover £35

Another cachet was used for the same flight. Three-line cachet in violet, reading "Forsta flygposten Sverige—Finland—P.O. Flygkompanie—Aftonbladet Stockholm."

1184. Flown cover £40

Both pieces are of extreme rarity.

CHINA. First Chinese Air-Mail Flight.

(May 7th).—Experimental flight between Tientsin and Peking and return. Two special Air cachets, one struck on the mail before departure from Tientsin and the other upon receipt at Peking were used for this flight. Pieces may be met with, however, which only show the receiving office special cachet. Covers of either of these flights are extremely rare.



	(a)								(b)	
1185.	With both cachets (a) and (b) ..	..	..	..	..	..	..	..	..	£20
1186.	With cachet (b) only ..	..	..	..	..	..	..	..	..	—

CANADA.

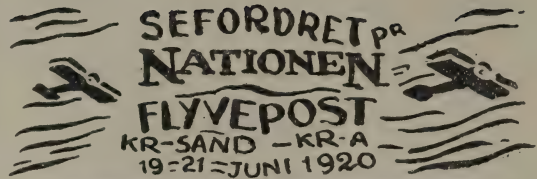
(May).—Flight Toronto—Hamilton in connection with Toronto Athletic Festival. Private vignette value \$1 applied to backs of covers.

1187.	Flown cover (Toronto—Hamilton, five only carried) ..	..	..	..	..	..	..	..	..	£60
1188.	(Hamilton—Toronto, 24 only carried) ..	..	..	..	..	..	..	..	..	£25

1920.

NORWAY. First Norwegian Air-Mail Flight.

(June 19th-21st).—Oslo (Christiana) to Christiansand and return.
 1189. Christiansand—Oslo .. £30
 1190. Oslo—Christiansand .. £30
 The cachet for No. 1189 is in red. That for No. 1190 in violet. In No. 1190 the cachet is changed to read "KR-A-KR-SAND."



SIAM.

(June 30th).—Flights Korut and Bangkok. Cachet as illustrated struck over blocks of four stamps. Flown covers are extremely rare, as only fourteen are known to exist.

- 1191. Flown cover £50
- 1192. Unused block of four (2 sats. brown) £6
- 1193. Unused block of four (3 sats. green) £6
- 1194. Unused block of four (5 on 10s. carmine) £6
- 1195. Unused block of four (10 on 12s. black and brown) £6
- 1196. Unused block of four (15 sats. blue) £6



GREAT BRITAIN.

- | | |
|---|-----|
| 1197. London—Amsterdam, 16th July, 1920 | £5 |
| 1198. Later flights | 6s. |
| 1199. London—Brussels, 19th July, 1920 | £5 |
| 1200. Later flights | 6s. |
| 1201. London—Copenhagen, 20th September, 1920 | £4 |
| 1202. Later flights | 5s. |

PERU. First Peruvian Air-Mail Flight.

(September).—Flight between Lima and Tunabes, via Trujillo, Chiclayo and Paíta. Oval cachet in violet, as shown.

- 1203. Flown cover £15

A second type of cachet, round, with inscription, "Primer Correo Postal Aereo, Chiclayo, Peru. Aviator Nacional Herbert Tweedle," was also used on some letters carried on this flight.

- 1204. Round cachet £15

A total of 50 letters and cards were carried.



CANAL ZONE.

Canal Zone—Jamaica Flight, 1920.

Owing to adverse weather conditions the pilot failed to make Kingston (Jamaica) and the air-mail of 726 items was subsequently re-forwarded by steamer, the covers being so endorsed.

(October 6th).—Special postmark inscribed "Air Service—First Dispatch—Canal Zone, U.S.A." in four lines and "Cristobal C.Z. (date) Transit" in greenish ink.

- 1205. Flown cover .. £15



1920.

ECUADOR. First Ecuadorian Air-Mail Flight.

(November 4th).—Flight Guayaquil—Cuenca. Air postcard impressed with three-line cachet lettered PRIMER—CORREO AEREO—DEL ECUADOR" in black.

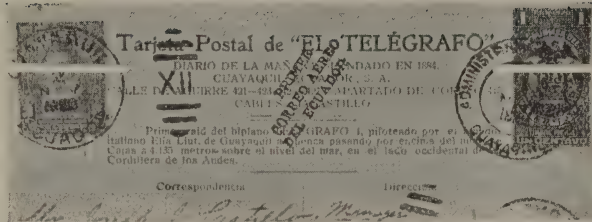
1206. Flown cover .. £3

The special cards issued were put on sale on the 2nd November, but the flight did not take place until the 4th.

About 500 cards were carried by the Italian aviator Diut in connection with the centenary of the liberation of Aguayas Province, organized by the newspaper, "El Telegrafo."

(November 28th).—Riobamba—Quito. Flight effected by the Italian aviator Elias Liut in his biplane "Telegrapho I." Special cards were printed inscribed "Primer Raid del Biplano 'Telegrapho I,' re Riobamba Quito pilotado per el aviator italiano Elia Liut," and on reverse a picture of the pilot beside his machine.

1207. Flown cover



1921

COSTA RICA. First Costa Rica Air-Mail Flight.

(April 10th).—Experimental flight San Jose—Managua. Semi-official air stamp as shown. Lithographed. Perf. 13½. No gum.

1208. 1 colon green and yellow £3 £5

1209. 1 colon lilac and yellow £1 10s. £4

The air stamps were placed on sale on April 10th, 1921, but the actual flight did not take place until five days later. Owing to high wind the pilot failed to reach his objective, Managua (Nicaragua) and was forced to descend near Port Limon (Costa Rica) and mail was forwarded by ordinary route.

1210. Flown cover (200 carried) £5



POLAND.

(May 29th—June 10th).—Flights in connection with the opening of the First Posen Fair, carried out by the "Aero-Targ" between Poznan—Lodz, Poznan—Warsaw, Poznan—Danzig. Special cancellation of winged device containing Arms of town, date and letters "P.K.P." Semi-official vignettes were issued. Designed by W. Rudy. Printed by the Lithographische Kunstanstalt Pilszecz. Posen. No. wmk. Perf. 11.



1211. 25m. black and orange (50,000)	6d.	1s.
1212. Imperf.	7s. 6d.	12s. 6d.
1213. 100m. black and blue (50,000)	1s.	2s.
1214. Imperf.	7s. 6d.	12s. 6d.

CHINA.

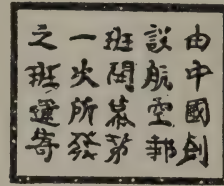
(July 1st).—Issue of special Air Post stamps. Recess-printed at Chinese Bureau of Engraving and Printing, Pekin. Perf. 15.

1215. 15c. green and black	3s.	3s.
1216. 30c. red	4s.	4s.
1217. 45c. lilac	6s.	6s.
1218. 60c. blue	8s.	8s.
1219. 90c. olive	12s. 6d.	12s. 6d.

(July 1st).—Tsinan—Pekin and return. Special black or violet cachet (type c) in Chinese characters was used on the opening day of this journey. Only 400 pieces in all were carried during

1921.

the short period in which the route was opened and only about half a dozen flights took place. Only 30 covers were carried on the first return flight, bearing the cachet in violet.



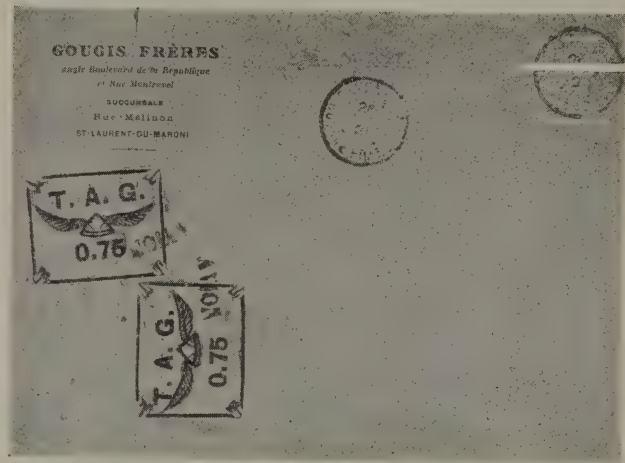
(Reduced)
(c)

1220. Flown cover

£5

FRENCH GUIANA.—First Air-Mail Flight.

A bi-weekly air service for mails, passengers and freight, was inaugurated by the Compagnie des Transports Aériens Guyanais under a commission from the Colonial Government in the year 1920. Semi-official stamps to denote the supplementary letter fee of 75 centimes were first introduced in July, 1921, but ceased to be employed in October of the same year. Between that month and November, 1922, when the service was finally suspended, the air post fee was defrayed by contemporary postage stamps of French Guiana.



(a)

The following are the special air post stamps issued:—

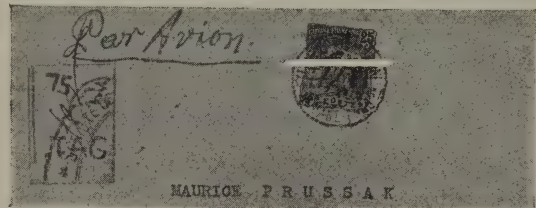
(July).—Typographed stamp as shown. (Type a). Imperf.

1221.	75c. black on salmon (5.7.21)	£4	£18
1222.	75c. black on blue (15.7.21)	£3	£15

The above two stamps were printed at Cayenne and served for the Cayenne—St. Laurence—Cayenne line. The cancellation "AVION" (as shown) in small letters was used at Cayenne. The same type of cancellation in larger characters was used at St. Laurence. No. 1221 was the first stamp issued (5th July), followed by Nos. 1223 and 1224 on the 9th. No. 1222 was issued on the 15th of the month.

(July).—Handstamped impression. Rouletted. (Type b).

1223.	75c. violet on white (9.7.21)	£12
	50s.	£12
1224.	75c. red on white (9.7.21)	£3
	£3	£12
1225.	75c. red on bluish	£5
	£5	£25



(b)

The Company's oval office stamp is struck on these stamps, one impression covering four stamps. Covers are cancelled either by "AVION" in frame or by the initials of one of the officials, in red or black ink. Nos. 1223 and 1224 were issued at St. Laurence, and served for a few days only the St. Laurence—Cayenne line. No. 1223 is generally met with imperforate, the rouletting being too crude to be of use.

MEXICO.

(October 1st).—First flight Mexico—Nuevo Laredo, via Queretaro, San Luis Potosi, Saltillo and Monterrey. Government flight with special ornamental cachet applied in purple.

1226. Flown cover (various stages) £3



FRENCH GUIANA.

(September).—Typographed as shown. Imperf.

- | | | |
|------------------------------------|----|-----|
| 1227. 75c. black on salmon | £3 | £20 |
| 1228. 75c. black on blue | £3 | £20 |
| 1229. Tête-bêche | — | — |
| 1230. 75c. black on grey | £3 | £20 |
| 1231. Tête-bêche | — | — |

(These three stamps were issued at Cayenne and were issued at all three stations on the line—i.e., Cayenne, St. Laurence and Inini. Cancellation "AVION" in small or large capitals).

(September).—Typographed. Imperf. Similar to type of Nos. 1221 and 1222, but with addition of words "Poste Aerienne" under winged device.

- | | | |
|-------------------------------|----|-----|
| 1232. Black on salmon | £4 | £15 |
| 1233. Black on rose | £4 | £15 |

Issued at Cayenne to replace type shown.

All these stamps on flown covers are very rare, the flights being few in number and very irregular.



AUSTRALIA.

(December 4th).—West Australia Air Service Inaugural flight Perth-Derby, W.A.

1234. Flown cover £35

The flight was abandoned owing to the crashing of the mail plane on leaving Carnarvon, when the pilot was killed. Air mail was returned to Perth and thence forwarded by steamer to destination. Flown covers are of considerable rarity.

1922

AUSTRALIA.

(January 17th).—Resumed service, Perth-Derby, via Geraldton, Carnarvon, Onslow, Roebourne, Port Headland and Broome.

- | | |
|---|----------|
| 1235. First flight cover | £25 |
| 1236. Later flights, with special cancellation | 40s. |
| 1237. Covers with ordinary postmarks only | 10s. |
| 1238. With violet cachet "Forwarded by Air Mail" (May 1926) | 12s. 6d. |

MEXICO.

(2nd April).—Air post stamp as illustrated. Tinted paper. Perf. 12. No watermark. Thick opaque paper.

1239. 50c. blue and pale red-brown £5 £7

This stamp was only used for one trial flight between Mexico and Tepic, via Guadalajara, on April 15th, 1923. The flight failed and covers were delivered at Tepic on April 18th, by ordinary mail. The stamp was withdrawn from sale.



1922.

AUSTRALIA.

(April 17th).—Special flight Geelong-Melbourne under auspices of "Melbourne Herald." Perforated vignette, blue on white, inscribed "HERALD-AIR-MAIL" in three lines.

1240. Flown cover £12

CANADA.

(June 22nd).—Lethbridge—Toronto. Souvenir envelope inscribed "Greeting via the First Canadian Air Mail Plane from Lethbridge, Alberta, The Little City with the Big Future."

1241. Flown cover £5

Through accident the flight was not completed, the mail of 993 letters being forwarded to destination by rail.

TUNIS.

(July 6th).—Flight Tunis—Paris by Pelletier Doisy. Departure and arrival postmarks of July 6th. Letters are franked with air post stamp.

1242. Flown cover £20

Only about 20 covers were carried on this flight.

RUSSIA.

(July 15th).—Consular stamps surcharged to read "Aerial Post—R.S.F.S.F.—value in German marks."



TYPE I.

TYPE II.

1243.	12 mk. on 2r.25k. rose and claret on green	50s.	—
1244.	Overprint as type II.	£7	—
1245.	Overprint inverted (type I.)	£75	—
1246.	Overprint inverted (type II.)	£200	—
1247.	Error of value 12 mk. on 3r. pale green and green on rose (3)	£300	—
1248.	24 mk. on 3r. pale green and green on rose	50s.	—
1249.	Overprint as type II.	£7	—
1250.	Overprint inverted (type I.)	£75	—
1251.	Overprint inverted (type II.)	£200	—
1252.	120 mk. on 2r. 25k. rose and claret on green	60s.	—
1253.	Overprint as type II.	£9	—
1254.	600 mk. on 3r. pale green and green on rose	80s.	—
1255.	Overprint as type II.	£12	—
1256.	1,200 mk. on 10k. rose and violet on pale green	£6	—
1257.	Overprint as type II.	£15	—
1258.	1,200 mk. on 50k. grey and pale green on rose	£75	—
1259.	Overprint as type II.	£200	—
1260.	1,200 mk. on 2r. 25k. rose and claret on green	£22	—
1261.	Overprint as type II.	£70	—
1262.	"Repm." only inverted (2)	—	—
1263.	1,200 mk. on 3r. pale green and green on rose	£22	—
1264.	Overprint as type II.	£70	—
1265.	"Repm." only inverted (2)	—	—

The following are the differences between type I. and type II.:

In type I.	2nd line of overprint measures 33m.
" II.	" measures 29mm.
" I.	" "C"s are round and nearly closed.
" II.	" "C"s are thin and very open.
" I.	" stops are clear cut.
" II.	" stops are rounded.

1922.

Overprint type II. is found on the right-hand stamp of each row in the sheet.

These stamps were used to frank official correspondence of the Soviet Delegation in Berlin, but were suppressed as soon as their existence became known to the Ministry of Posts in Moscow. The total printing was very small and only one or two flown covers are, up to the present, known. Two sheets of 20 of the inverted overprints were found, but all except eight of each value are said to have been destroyed.

ITALIAN LEVANT.

The Italian Post Office in Constantinople decided to collect and send letters, which were to be carried by air from Bucharest—Paris. In order to prepay the aerial fee the 1903 Express stamp of Italy, 25c. rose, was overprinted "SERVIZIO POSTALE AEREO" and surcharged "PIASTRE 15," with an outline of an aeroplane in the centre. However, during the preparation of this issue, the Lausanne Conference suppressed the post offices of Foreign Powers in Turkey. These stamps were accordingly destroyed, although two or three copies are stated to exist on official documents.

1266. 15 pias on 25c. rose —

1923.

INDO-CHINA.

(January 2nd).—Flight Sonla—Hanoi. Cachet in blue.

1267. Flown cover (about 60 carried) £10

(April 11th).—Flight Bienhoa (Saigon)—Hanoi, by military aviators. Circular cachet inscribed "ESCADRILLE DE COCHINCHINE No. 2."

1268. Flown cover (about 130 carried) £8



1924.

ARGENTINE.

(January 2nd—March 27th).—Trans-River Plate service, Buenos-Aires—Montevideo. Three-line cachet inscribed "SERVICIO POSTAL AERO—BUENOS AIRES—MONTEVIDEO."

1269. First flight covers (about 380 carried) £5

1270. Later dates 10s.

GUATEMALA. First Air-Mail Flight.

(February 16th).—Guatemala City—Balboa Heights, Canal Zone. Return flight by U.S. Army aviators. Circular cachet in black, "Correo, Internacional, Feb. 16, 1924, Guatemala, A.C."

1271. Flown cover, backstamped "Balboa Heights, C.Z., Feb. 29, 2.30 p.m. Rec'd." (28 only) £8

CHILE.

(February—March).—Valparaíso—Iquique flight (and return). Large double line cachet in blue lettered "Via Aerea—Iquique, Chile—Administración Pral. de Correos y Telégrafos."

1272. Flown cover £2

1273. Return flight £5

About 100 covers are believed to have been carried on the outward, and 22 only on the return flight. They were franked with ordinary Chilean postage stamps of the period.

BOLIVIA. First Air-Mail Flight.

(March 8th).—Santa Cruz—Cochabamba. Special violet oval cachet inscribed "Correo Aereo—date—Santa Cruz—Cochabamba."

1274. Flown cover £3

GERMANY.

(July 5th).—Flight Berlin—Angora. Special air post stamps. Recess printed. Perf. 12. Printing, 1,000 copies.

1275. 2 mark blue and sepia 10s. £2



1924.

GREAT BRITAIN.

(July 22nd). —
 Brough (Yorkshire) —
 Seattle (U.S.A.), by
 American aviators.

1276. Flown cover £60



BOLIVIA.

(August 12th).—Flight Cochabamba—Buenos Aires. Oval cachet in green inscribed "1 er. Correo Aero ORURO—CAPITAL."

1277. Flown cover £15

The above cachet was applied to a limited number of covers despatched from Oruro upon a projected flight from Cochabamba to Buenos Aires. The plane crashed shortly after leaving Oruro, however, and the attempt was abandoned.

CANADA.

(October 1st).—First Saskatchewan Aerial Mail. Estevan to Winnipeg. Vignette as illustrated and official envelope (sold for \$1). Printed in pairs and cut apart before being sold. Cachet as shown in blue or violet.



1278. Unused vignette, black on solferino (1,012)	30s.
1279. With inscription reversed (12)	£9
1280. Without inscription (4)	—
1281. Imperf. pair (50)	£5
1282. Flown cover (1,926 carried)	30s.
1283. Ditto, without vignette	15s.
1284. Ditto, with pilot's signature	50s.

The mail carrying plane was forced to descend when only 14 miles from Estevan, the mail being thence forwarded by rail to Winnipeg.

GERMANY.

(October 12th).—Z. R.3 Trans-Atlantic Flight.

1285. Special cachet as shown, and New York postmark dated 15.10.24 30s.



ARGENTINE.

(December 3rd).—Special flight, Buenos Aires—Mendoza (Chile). Two-line cachet lettered "SERVICIO POSTAL—AERO" in red.

1286. Flown cover (approximately 300 carried)	£4
1287. Error in cachet "SERVICO"	£7
1288. Second flight 22/9/25. Same cachet in red-brown	20s.

1

GREAT BRITAIN.

1924-25.—London—Rangoon and return by Sir Alan Cobham. Survey flight of the Anglo-India Air Route, being the foundation of what is now the well-established London—Delhi Route by Imperial Airways. He was accompanied by his mechanic, Mr. Arthur B. Elliott. Only two covers were carried, which were signed and dated 6.2.25 by Sir Alan on arrival at Rangoon.

[illegible]

1925.

ARGENTINE.

(January 13th-15th).—Survey flight Rio de Janeiro—Buenos Aires by Latécoère Company. Souvenir envelope impressed with Argentine and Brazilian flags inscribed "Premier Courrier Aérien—Rio—Montevideo—Buenos Aires."

[illegible]

ALBANIA. First Air-Mail Flight.

(February).—Service Tirana-Valona and return per Adria Aero Lloyd under government contract. Air post stamps surface printed at State Printing Works, Berlin. Wmk. Lozenge pattern. Perf. 14½. Numbers printed in parentheses.

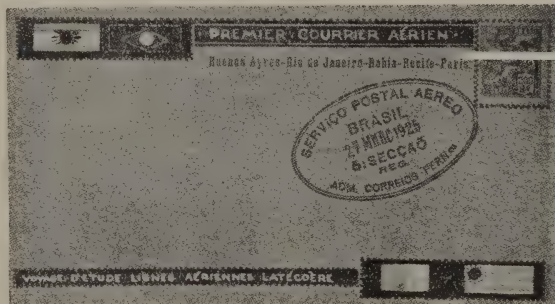
1291.	5	quind yellow-green (10,631)	..	8d.	9d.
1292.	10	" carmine (72,444)	..	1s. 0d.	1s. 3d.
1293.	25	" blue (59,661)	..	1s. 3d.	1s. 6d.
1294.	50	" dark green (62,296)	..	2s. 0d.	2s. 6d.
1295.	1	Frank violet and black (21,462)		4s. 6d	7s. 6d.
1296.	2	Franken olive and violet (20,197)		9s. 0d.	12s. 6d.
1297.	3	" orange and green (21,436)		13s. 6d.	20s.



ARGENTINE.

(March 6th). — Survey
flight Rio de Janeiro—Bahia—
Pernambuco and return by
Latécoère Company. Cachet
"Servicio Aereo" and number
of Sector.

1298. Rectangular cachet of Bahia, in violet £4
1299. Oval cachet of Pernambuco £4



CURACAO. First Air-Mail Flight.

(April 8th).—Curacao—La Guaira (Venezuela). Special cachet applied in green reading "CURACAO—date—EERSTE BRIEFZENDING—PER LUCHTPOST." This flight was accomplished by "SCADTA" of Colombia.

[illegible]

HONDURAS.

(May 1st).—Official air post stamps. Regular postage stamps (series 1915) overprinted "AEREO CORREO" in two lines at National Mint, in blocks of twelve, each overprint differing slightly. Impressed on reverse, with words "Correo Aereo," followed by a signature. Numbers overprinted in parentheses.

(i) **Black overprint.**

[illegible]

1925.

1311.	Tête-bêche pair	£100	—
1312.	Error "AFRO"	—	—
1313.	1 peso, yellow-green (100)	£50	—
1314.	25/lc. chocolate (500)	£8	—
1315.	Inverted overprint (36)	£40	—

(ii). Blue overprint.

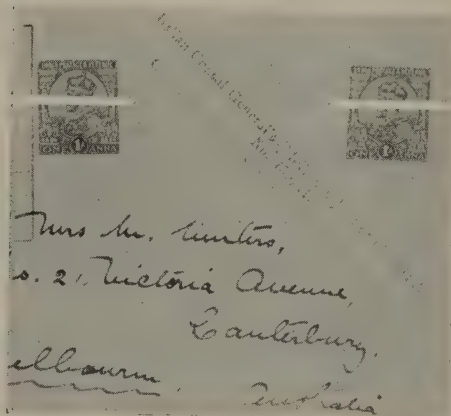
1316.	5 centavos, light blue (200)	£15	—
1317.	Inverted overprint (12)	£150	—
1318.	Vertical overprint	£40	—
1319.	Double overprint	£100	—
1320.	20 centavos, red-brown (200)	£20	—
1321.	Inverted overprint (24)	£40	—
1322.	Tête-bêche pair	£50	—
1323.	Vertical overprint	£200	—
1324.	25/5c., light blue (300)	£12	—
1325.	Inverted overprint	£60	—
1326.	25/20c., brown (300)	£12	—
1327.	Inverted overprint	£60	—
1328.	Tête-bêche pair	£80	—

(iii). Red overprint.

1329.	5 centavos, light blue	—	—
1330.	10 centavos, dark blue (500)	£8	—
1331.	Inverted overprint	£80	—
1332.	Tête-bêche overprint	£100	—

(This service, inaugurated by an American aviator named Pounds early in 1925, functioned for about six months between Porto Cortez and Tegucigalpa. The air post fee was 25c. per half ounce, and pro rata in addition to ordinary postage. From June to September, 1925, flights were temporarily suspended owing to a breakdown of the aeroplane. The special air mail stamps were chiefly employed upon official correspondence, and a supply was kept by the Honduras Minister at Washington, U.S.A., to expedite transmission of his despatches).

INDIA.



(May 13th).—Calcutta—Melbourne flight by Commander De Pinedo.

A private mail of 93 letters was entrusted to the Italian aviator Comdr. De Pinedo for conveyance from Calcutta to Melbourne in the course of his world flight. These were all impressed with a violet cachet showing a map of India with an aeroplane inset and inscription "Italian World Air Flight." In addition the covers were originally signed by the pilot, but as the promoters declined to contribute 20 rupees to Italian charities for each letter carried, he cut off the portion bearing his autograph. The mutilated covers were duly delivered to the Italian Consulate at Melbourne and returned to the senders, but at no stage did they pass through the post. Their status is therefore that of souvenirs only.

1333. Flown cover £5

GREAT BRITAIN.

(July 15th).—Experimental flight, Newquay—Torquay, promoted by "The Torbay Herald," with sanction of Air Ministry. Violet cachet, "BY AEROPLANE—FIRST TRIP," 15th July, 1925."

1334. Flown cover (about 25 carried) £10

1925.

PHILIPPINE ISLANDS.

(August 20th-27th and September 12th).—Flight by the Marquis de Pinedo, Italy—Philippines—Tokio. Special cachet struck on mail arriving by the aeroplane from other points in the Philippines similar to Type a below, but with "Manila" instead of "Aparri" and altered date.

- 1335. Zamboanga — Manila (292) £5
- 1336. Cebu—Manila (732) .. £3
- 1337. Antimonau—Manila (10) £15
- 1338. Corregidor—Manila (34) £10

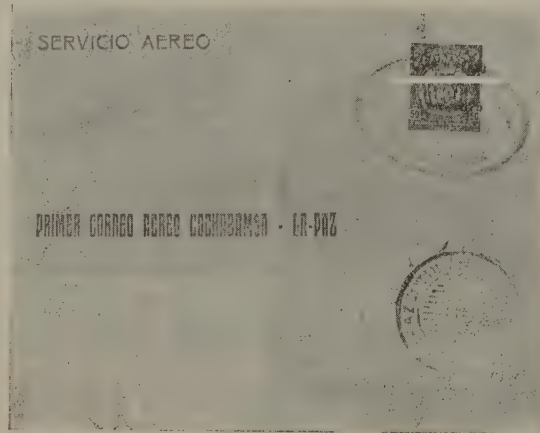


Type a.

BOLIVIA.

(August). — Inaugural air post services. Contemporary postage stamp with various overprints applied by Severo Cuenca at Cochabamba. Numbers overprinted in parentheses.

- 1339. "CORREO AERO A SUCRE 5.8.1925" in green on 50 centavos orange (400) £8
- 1340. First flight cover (59 only carried) .. £10
- 1341. "CORREO AERO A ORURO 11.8.25" in green on 50 centavos orange (300) £10
- 1342. First flight cover (65 only carried) .. £10
- 1343. "CORREO AERO A LA PAZ 14.8.25" in carmine on 50 centavos deep orange (1,000) .. £5
- 1344. First flight cover (134 only carried) .. £8



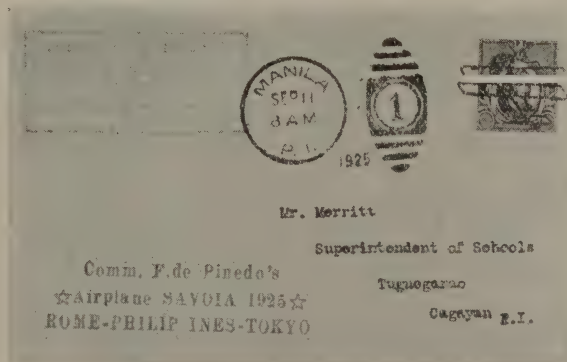
(August 7th).—Return flights Sucre—Cochabamba.

- 1345. Purple cachet inscribed "CORREO AERO A COCHABAMBA 7.VIII. 1925." —
- 1346. Flown cover —
- 1347. "CORREO AEREO SUCRE—COCHABAMBA 21 Oct. 1925" overprinted in black on 10c. red and black (Aviacion Nacional) —
- 1348. Flown cover —
- 1349. 50 centavos orange and black (Aviacion Nacional) overprinted as above —
- 1350. Flown cover —

PHILIPPINE ISLANDS.

(September 16th).—Mail carried by the Marquis de Pinedo, Manila—Aparri (for Japan). The postage stamps franking the covers are cancelled with a device in the form of an aeroplane. A special cachet also appears on the front of the covers worded, "Comm. F. de Pinedo's — Airplane Savoia 1925 — Rome - Philippines - Tokyo."

- 1351. Flown cover (474) £6



1925.

NIGERIA. First Air-Mail Flight.

(November 11th).—Kano—Cairo, by British Army Aeroplanes.

1352. Flown cover £3
The mail carried on this flight was of a private nature.

GREAT BRITAIN. First Air-Mail Flight to South Africa.

(16th November).—London—Cape Town and return, by Sir Alan Cobham, via Lyons, Brindisi, Athens, Cairo, Wadi Halfa, Khartoum, Jinja, Kisumu, Pretoria, Johannesburg, Bloemfontein. A special souvenir card of this flight, giving a full description of the machine and route followed, was prepared by Imperial Airways, and sanctioned by H.M. Postmaster General.

Only four complete sets of cards, posted at various places en route, are known.

1353. Flown cards, per set £75

NIGERIA.

(December 29th).—Zinder—Dakar (Senegal). Special official cachet in six lines in red, "PAR AVION—PREMIER VOYAGE D'ESSAI—de Liaison postale rapide—Chemin de Fer—Avion—Auto—Zinder—Dakar." Covers were sent to Niamey by car, then to Bamako by plane, and on to Dakar by rail.

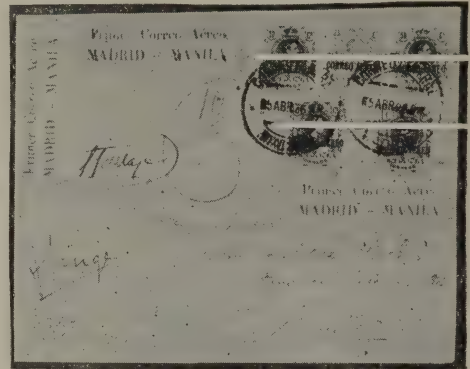
1354. Flown cover £7
1355. Later flights £1 10s.

1926.

SPAIN.

(April 5th—May 13th). — Flight Madrid—Manila (Philippines). During a demonstration flight by Spanish Military Aviators, 16 letters were carried from Madrid to Manila. On arrival the mail was struck with large official cachets.

1356. Flown cover £20



ITALY.

(April 8th).—Private air-mail Rome—Teller (Alaska) for conveyance by air-ship "Norge" on Amundsen's North Polar flight. Special vignette and cachet as illustrated.

(Letters were forwarded from Rome to Spitzbergen to await the departure of the airship on April 8th, 1926. Only 31 bore the Ciampino (Rome) postmark of that date, however, the remainder being delivered to the aviators just before the start. At Spitzbergen a few covers received the postmark of Ny-Alesund. On arrival of the "Norge" at Teller (Alaska) after crossing the North Pole, they were postmarked at that town on May 13th, 1926. On the outward voyage from Rome to Spitzbergen about 300 letters addressed to various points en route, viz., Cuers Pierrefeu, Pulham (Norfolk), Oslo, Leningrad, Vadsø and King's Bay (Spitzbergen) were carried on to the latter place, whence they were mailed in the ordinary course).



1357. Unused stamp, black, grey and blue 10s.
1358. Imperf. —
1359. Tête-bêche (perf.) —
1360. Tête-bêche (imperf.) —
1361. Inverted frame —
1362. Grey colour omitted —

GREAT BRITAIN.

(May).—London—Birmingham. Emergency air-mail during the Great General Strike. Only official correspondence was carried, a large number of which were destroyed.

1363. Flown cover £20

1926.

(June 30th—October 1st).—London—Melbourne (Australia) and return by Sir Alan Cobham. No special cachets were used for this flight.

1364. Flown cover £30

STRAITS SETTLEMENTS.

(August 23rd).—Singapore—Kuala Lumpur—Port Swettenham. Special one-line cachet struck in black, "By Air-Mail," ordinary departure and arrival postmarks. Only five covers in all were carried.

1365. Flown cover £20

PORTUGAL.

(September 18th).—Alverca (Lisbon)—Tangiers. This flight was organised by the Latécoère Company. The special air-mail fee was 3E., which went to the relief of sufferers in an earthquake which had recently taken place in the Azores. Covers could be posted to any part of the world, but they would be flown to Tangiers. The flight was completed the same day, and about 250 letters were carried. Not more, however, than about 150 exist to-day, as the balance was composed chiefly of patterns and samples for the Cape Verde Islands.

Covers bear a hexagonal cachet inscribed "CORREIO AERIO—LAT-17," with the date in centre in a rectangle, "18. SEPT. 26."

1366. Flown cover £8

GREECE.

(October 20th).—Service Brindisi—Athens—Constantinople under auspices of Societa Anonima Aero Espresso Italiana. Designed by M. Gavalas. Printed in sheets of 25. The 3 drs. also in sheets of 12 (6 x 2) and the 5 drs. in sheets of 15 (5 x 3), with no margin at top part of sheet. Lithographed in Milan. Perf. 11½.

1367. 2 drachma orange, mauve, yellow and blue (aeroplane descending at Phalaron Bay) (360,500) 3d. 4d.

1368. Imperforate horizontally —

1369. 3 dr. blue, red, mauve and green (aeroplane over Acropolis) (259,350) 6d. 6d.

1370. 5 dr. blue and orange (map of route) (360,600) 9d. 10d.

1371. 10 dr. orange, blue and green (monument of Philopape, Athens) (208,725) 1s. 6d. 2s.

The figures re numbers issued are those given by the Air Co.



1927.

KENYA. First Air-Mail Flight.

(February 12th).—Jinja—Kisumu. Stage of the first flight from Cairo—Kisumu, via Khartoum. Circular red cachet, inscribed "Uganda—Sudan—date—1st air-mail." Backstamped at Kisumu with a similar cachet but reading "Kenya—Sudan."

1372. Flown cover £8

(February 15th).—Kisumu—Khartoum service. Air post label in blue-green and small circular cachet, "KENYA SUDAN 1st AIR-MAIL," followed by date in red.

1373. Flown cover £2

On the second flight from Kisumu the mail carrying plane crashed and the mail had to be forwarded by ordinary route. Letters were accordingly stamped with a second cachet reading, "Owing to temporary failure Air Mail Service—forwarded by normal route."

An attempt was made to resume the Kenya—Sudan air-mail service on October 8th, 1927, but once again the machine met with disaster, so that aerial communication was suspended.

NEWFOUNDLAND. Pinedo's Flight to Rome.

(May 20th).—Issue of 1897 (Cabot Issue) surcharged in red "Air-Mail De Pinedo, 1927," in three lines.

1374. 60c. black (300) £500 £75

This stamp was prepared for a mail to be carried by Commander de Pinedo on his flight from Newfoundland to Rome. It was placed on sale at St. John's P.O. on May 20th, and was disposed of as follows:—

Sold over the Counter 258

Presented to the Aviator 20

Presented to the Italian Consul 2

Presented to various Officials at St. John's 16

Damaged and Destroyed 4

Of these 225 were used to frank letters. In addition to these, covers to the number of 75 were enclosed in the mail bag bearing the same stamp but without overprint.

1375. Price of cover with unsurcharged stamp £30

The aeroplane left Trepassey on May 23rd, but was forced to land on the water off the Azores, and was towed to Horta, and then reached its destination by easy stages. Covers bear the cancellation of St. John's dated May 20th, and Trepassey May 21st. The mail bag was not handed in to the Rome P.O. until June 22nd, but the P.O. clerks started to backstamp the covers June 16th (the

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date of the Commander's arrival). After a certain number had been thus backstamped, however, it was decided that the covers should be backstamped with the date the mail was actually handed in to the Post Office (June 22nd). Covers may therefore be found backstamped in three ways:—

- (a) Postmark of Rome dated June 16th.
- (b) Postmark of Rome dated June 22nd.
- (c) Postmarks of Rome dated June 16th and 22nd.

U.S.A.

(June 29th—July 1st).—Atlantic Crossing by Aviators Byrd, Acosta, Butcher and Neville. Covers bear the departure cancellation of New York of June 21st, and the arrival postmark of Ver-sur-Mer, Calvados, France, of July 2nd. Owing to the forced landing made in the sea just off Ver-sur-Mer, a number of covers exist not having any postage stamps on them.

1376. Flown cover (200) £35

1928.

PERU.

(December 10th).—Provisional issue for flight Iquitos—Croya—Puerto—Bermudez on 29.12.27, and Iquitos—Lima on January 9th, 1928, under the auspices of the U.S. Naval Air Mission in Peru. Contemporary stamp overprinted "Servicio Aereo" in black. Two printings, each of 5,000.

1377. 50c. violet (10,000) £3 £2
 1378. Inverted overprint (100) £40 £50
 1379. On flown cover, 29.12.27 or 9.1.28 — £2

In the first printing the ink is jet black. In the second it is grey-black and the impression is thinner. Of the sheet of 100 with inverted overprint, only 33 are known to exist, as when the error was discovered the balance of the stamps were destroyed.



ITALY.

(May).—On the occasion of the Expedition by the dirigible, "Italia," into the Polar regions, the current L1.20 brown air stamp was overprinted in four lines, "Esplorazione Polare—NOBILE—Dirigibile Italia—1928." The mail consisted of 62 covers, but the airship was wrecked in the Arctic wastes. Various rescue expeditions were organised, including those of Roald Amundsen and the French airman Guilbaud, who never returned. They were finally located by the Italian airman Commander Raggazoni who left Tromsø on the 6th August, and returned to Italy August 8th, bringing with him all that remained of the mail consisting of 29 covers. On these a green cachet in two lines was applied reading, "Esplorazione Polare 1928—Ricerche dirigibile Italia."

1380. L1.20 brown, overprinted as described (1,000) 50s.
 1381. Tête-bêche pair £10
 1382. Flown cover (29 carried) £20

ICELAND.

(May 31st).—Reykjavik—Akureyrie, via Isafjordur and Siglufjordur. Service operated by "Flugfjelags Islands" (Icelandic Air Transport Co.).

1383. Flown cover 10s.
 1384. Return flight (5.6.28) 10s.

(June 8th).—First flight on the line Reykjavik—Stykkisholmur. Covers carry both departure and arrival postmarks of June 8th.

1385. Flown cover 8s.

(June 9th).—First flight Reykjavik—Vestmannaeyjar. Covers carry both departure and arrival postmarks of June 9th.

1386. Flown cover 8s.

PORTUGAL.

(June 29th).—The next flight from Lisbon was from the aerodrome at Belem by the English aviator Courtenay (who won the first "Daily Mail" £10,000 prize for a flight round the British Isles), on an attempted crossing of the Atlantic. A special cachet was prepared and applied by a Post Office Official on all letters on the morning of departure. It was in six lines, "PRIMEIRO—CORREIO AEREO—TRANSATLANTICO—LISBOA—AMERICAN—JUNHO 1928," in black.

Only 49 covers were so treated and carried by the aviator from Lisbon. He was allowed to take the special cachet with him, and apply it to any covers which were picked up at the Azores, his first stop. As is known, the aeroplane came down in flames in mid-Atlantic, 600 miles from the American coast, and the pilot and his mechanic, together with the mails, were rescued by the steamer "Minnewaska." This flight was, however, not in the least speculative.

1387. Flown cover (49 carried) £18

FRANCE.

(August 8th, 13th and 23rd).—On these dates covers were catapulted on board the liner "Ile de France" for speeding up delivery of mails.

1388. Flown cover £3

(August 23rd).—Contemporary stamps of France overprinted "10 Fr." for use on covers destined to be catapulted per hydroplane from the ss. "Ile de France."

(This cachet was destroyed and thrown overboard).

There is a variety of spacing in this surcharge. In the normal the distance between the

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bottom of the figures "10" and the lower of the two horizontal lines which obliterate the previous value is 6 mm. In the last horizontal row but one on the sheet this distance measures 8 mm. Vertical pairs may therefore be found, one stamp 6 mm. and the other 8 mm. spacing.

1389.	10 Fr. on 90c. red (Berthelot) (6 mm. spacing) (2,655)	£10	£15
1390.	Inverted surcharge (6 mm.) (45)	£100	—
1391.	Variety 8 mm. spacing (295)	£20	£30
1392.	Vertical pair, one stamp 6 mm. and one 8 mm.	£30	—
1393.	Inverted surcharge (8 mm.) (5)	—	—
1394.	10 Fr. on 1 fr. 50c. blue (Pasteur) (6 mm. spacing) (900)	£25	£30
1395.	Variety 8 mm. spacing (100)	£50	£60
1396.	Vertical pair, one stamp 6 mm. and one 8 mm.	£75	—

(August 23rd).—In connection with the catapult service from the S.S. "Ile de France," a special six-line cachet was prepared, and was applied to the covers bearing the stamps listed above, and carried by the hydroplane from the liner to Paris. The cachet was in black, and inscribed "AOUT-SEPTEMBRE 1928—PREMIERE LIAISON POSTALE AERIENNE—TRANS-ATLANTIQUE—PAR HYDRAVION LANCE PAR CATAPULTE—DE "L'ILE-DE-FRANCE"—PILOTE LIEUTENANT DE VAISSEAU L. DEMOURGET."

1397.	Flown cover (special cachet and stamps—price according to postage)	from £12
1398.	Ordinary stamps	£5

GERMANY.

The preliminary Graf Zeppelin flights were followed by the first double crossing of the Atlantic, for which the special air stamps were used. A special oval cachet was also used similar to that used for the crossing of the ZR3, reading "Mit —Luftschiff L.Z.127—befördert."

1399.	(October 11th-15th).—Friedrichshafen—New York, via Madeira, Bermuda	50s.
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The return flight was made on the 29th October, for which an elaborate cachet was prepared reading "FIRST FLIGHT AIRMAIL—via Graf Zeppelin—(Airship design)—United States —Germany—Oct. 28, 1928," in red-violet.

1400.	(October 29th-November 1st). — New York—Friedrichshafen	45s.
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1929.

INDIA.

(January 10th).—Peshawar—Kabul (Afghanistan) and return. This was an official Military Service started to carry official despatches during the trouble in Afghanistan. Only official letters were carried from the various legations. Two of the covers are signed by the Postmaster at Peshawar.

1401.	Flown cover	£75
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ICELAND.

(July 1st).—Official stamp issued for the opening of the air line Reykjavik—Reydarfjardar. Stamp of 1907-8 overprinted. Issue 50,000.

1402.	50 aur, grey and lilac	1s. 5s.
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(July 3rd).—Reykjavik—Reydarfjardar, via Saudarkrokur, Sigfufjordur, Akureyri, Husavik, Thorsöfu, Seydisfjordur and Nordfjordur.

1403.	Flown cover	10s.
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(July 9th).—Reykjavik—Ivigut (Greenland). This flight was accomplished by the Swedish airman Capt. Ahrenburg, flying from Stockholm—New York. The first attempt at this stage was made on the 10th June, but the pilot returned owing to bad weather. A second attempt was made on the 26th June, but after delivery of a new engine from Germany, the flight was successfully accomplished on the 9th July, as far as Ivigut. Here the flight was abandoned, and the mail forwarded by steamer, finally reaching New York on September 11th.

The postage on letters was 27 kr. 20 aur., and the postmarks are dated at Reykjavik June 9th or 10th (first attempt), June 26th (second attempt), and backstamped New York 11.9.29.

1404.	Flown cover (65 carried)	£9
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Note.—Although this flight was not a success it was to prove of value two years later when Ahrenburg made his dash from Sweden to Greenland to play a prominent part in the rescue of Mr. Courtauld, of the British Arctic Air Route Expedition on the Greenland ice cap.

GERMANY.

On the 16th May the airship left Friedrichshafen for a second Atlantic crossing, but on the

following day was forced to land at Cuers (France). The mail was returned to Friedrichshafen, and the airship finally left on the 1st August, arriving in New York on the 4th. The special circular cachet used is similar to previous ones, and reads, "Luftschiff Graf Zeppelin 1 Americafahrt 1929," in the centre of which the airship is depicted in flight over New York.

1405. (May 16th, August 1st-4th).—Friedrichshafen—New York, via Cuers .. 10s. .. 15s.

The flight next completed was the famous round-the-World flight, of which two complete circles may be found, viz., New York—New York and Friedrichshafen—Friedrichshafen. The return flight across the Atlantic forms the connecting starting point between the two.

A special elaborate cachet was prepared for this, in the centre of which the airship is depicted in flight round the globe. This is surrounded by the following wording, enclosed in between double circles on either side, reading "FIRST ROUND-THE-WORLD FLIGHT—U.S. AIR MAIL."

1406. (August 8th-10th).—New York—Friedrichshafen .. 20s.

The complete circuit of the Globe was next achieved in twenty days, August 15th—September 4th, the route being via Tokio, Los Angeles and Lakehurst. A special cachet was used at each town visited, and various stages may be made up of the round-the-world flight, those from Tokio being easily the scarcest.

1407. (Aug. 15th-17th).—Friedrichshafen—Tokio 40s.
1408. (Aug. 23rd-26th).—Tokio—Los Angeles £10
1409. (Aug. 27th-29th).—Los Angeles—Lakehurst 50s.
1410. (Sept. 1st-4th).—Lakehurst—Friedrichshafen 30s.



ABYSSINIA. First Air-Mail Flight.

(August 16th).—On August 18th an aeroplane purchased by the Abyssinian Government in Europe, left Djibouti (Fr. Somaliland) at dawn and, piloted by a Frenchman, landed near Addis Ababa at 1 p.m. This was the first occasion on which an aeroplane had been allowed in Abyssinia. To celebrate this event the Government authorised contemporary postage stamps portraying Ras Tafari and the Empress Zauditu to be overprinted in violet or red with the device of an aeroplane surrounded by an inscription in Amharic, "YEH: ME. AEROPLANE 10 NAHASIE 1921," signifying "Aeroplane of the Ethiopian Government, 16 August, 1929."

Type 1.—This overprint is 19½ m.m. high, and was the handstamp used for the initial printing. It was destroyed after use, and was applied either in violet (V) or red (R). Varieties with the overprint misplaced, sideways to left or right, diagonal overprints, or pairs one with and one without overprint, or with additional overprint on the margin are worth from two to six times the normal stamps.



1411. ½m. ultramarine and red (V)	9d.	1s.
1412. Double overprint	£4	—
1413. Red overprint	5s.	7s.
1414. ½m. vermilion and blue (V)	9d.	1s.
1415. Inverted overprint	£4	—
1416. Additional overprint in red, inverted	£8	—
1417. Red overprint	5s.	7s.
1418. ½m. black and green (R)	1s.	1s. 6d.
1419. Violet overprint	6s.	7s. 6d.
1420. Blue overprint	£5	—
1421. Inverted overprint	—	—
1422. ½m. black and deep carmine (V)	1s.	1s. 6d.
1423. Inverted overprint	7s.	—
1424. Double overprint (diagonal or upright)	7s.	—
1425. Double, one inverted (both diagonally)	—	—
1426. Red overprint	7s. 6d.	10s.
1427. Black overprint	£10	—
1428. Royal blue overprint	—	—
1429. 2m. black and blue (R)	1s. 3d.	1s. 9d.
1430. Inverted overprint (diagonal or upright)	£4	—
1431. Double overprint	£4	—
1432. Triple overprint	£5	—
1433. Violet overprint	10s.	12s. 6d.
1434. 4m. black and yellow-orange (V)	3s.	5s.
1435. Inverted overprint (diagonal or upright)	£4	—
1436. Double overprint	70s.	—
1437. Double overprint, one in violet and one in red	—	—
1438. Red overprint	15s.	25s.

1929.

1439.	3m. black and mauve (R)	5s.	7s. 6d.
1440.	Inverted overprint	£5	—
1441.	Double overprint	£5	—
1442.	1 th. mauve and dull red-brown (V)	7s. 6d.	12s. 6d.
1443.	Inverted overprint	£4	—
1444.	Red overprint	25s.	—
1445.	Bluish-purple overprint	—	—
1446.	2 th. brown and green (R)	10s.	15s.
1447.	Inverted overprint	£5	—
1448.	Violet overprint	40s.	—
1449.	3 th. green and brown-purple (V)	20s.	30s.
1450.	Double overprint	£6	—
1451.	Red overprint	50s.	—

(September 5th).—Dirre-Doua—Addis Ababa. A special rectangular cachet in violet was applied on arrival, in the presence of the Emperor and Diplomatic Corps. In the centre is the rough outline of an aeroplane, and on all four sides are Ethiopian inscriptions. (This cachet was originally prepared for the arrival of the aeroplane on August 18th, but this machine carried no mail).

The majority of this mail was from overseas, emanating chiefly from Europe.

1452.	Flown cover (price according to postage)	12s. 6d.
1453.	European cover	40s.

ST. CHRISTOPHER.

(September 22nd).—St. Christopher—St. Johns (Antigua). Mail carried by Col. Lindbergh over American F.A.M. Route 6. Special cachet "AIR MAIL—FIRST FLIGHT," and arrival cachet 23.9.29.

1454.	Flown cover	£7
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TONKIN.

(November 17th-21st).—Hanoi—Paris, by the Aviators Costes and Bellonte. Postmark of Hanoi, November 17th, Paris 21st. Official cachet, "Voyage, Retour Record Distance—Costes—Bellonte—Oct. Nov. 1929."

1455.	Flown cover (12,000)	40s.
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ABYSSINIA.

(December 26th).—Addis-Ababa—Harrar, via Dirre-Doua. Special air mail label, deep violet on pale blue, with inscription in three lines, "BY AIR" in Ethiopian characters and French and "ADDIS-ABEBA—DIREDOUA—IER SERVICE."

1456.	Flown cover	25s.
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(December 27th).—Addis Ababa—Djibouti via Dirre-Doua, by the aviator Maillet. These covers bear the air mail label mentioned above. The mail consisted of 124 covers made up as follows: 12 Registered, 98 ordinary and four illustrated cards.

1457.	Flown cover	30s.
1458.	Later dates	2s. 6d.

1930.

PERSIA.

(January 14th).—Lingeh—Jodhpur—Delhi.—Extension by Imperial Airways of the London—Karachi service. Backstamped Jodhpur the 17th and Delhi the 18th.

1459.	Flown cover (54 carried to both places)	£3
1460.	Later dates	5s.

U.S.A.

(April 19th).—Special issue for use on mail to be carried during the European Pan American flight for the "Graf Zeppelin." No. wmk. Perf. 11.

1461.	65c. green (Zeppelin over ocean) (93,596)	15s.	15s. 1d.
1462.	\$1.30 brown (Zeppelin between Continents) (72,308)	30s.	30s.
1463.	\$2.60 blue (Zeppelin over Globe) (61,356)	60s.	60s.

1,000,000 of each denomination were issued, and remainders were afterwards destroyed. The mail, when closed, was sent to Germany by boat, and then picked up at Friedrichshafen by the Zeppelin. The 65c. and \$1.30 values were used for postcards and letters respectively carried on the last lap of the journey, i.e., U.S.A. to Seville and Friedrichshafen. The \$1.30 and \$2.60 values were used for postcards and letters respectively carried on the round flight, i.e., Friedrichshafen—Friedrichshafen or Seville.

1464.	Friedrichshafen—Seville. Card (326)	£4
1465.	Ditto, ditto, Letter (393)	£6
1466.	Friedrichshafen—Pernambuco. Card (70)	£10
1467.	Ditto, ditto, Letter (315)	£7



ALGERIA.

(May 15th).—To celebrate the centenary of the Colony's adhesion to France an air mail set of six values (of semi-official nature) was issued. The stamps are of horizontal format. At the top is a three-segmented tablet inscribed "ALGER—RF—TUNIS." Below the "RF" is a plane in flight, and below this is the value tablet surmounted by a crescent. On either sides are local views within frames. At the extreme sides, at angles over the views, is the legend "POSTE—AERIENNE." Designed by M. Fauchet. No watermark. Perf. 11. Tinted papers.



1468.	25c. green on yellowish	2d.	2d.
1469.	50c. dark green on greenish	3d.	3d.
1470.	1fr. deep carmine on pinkish	4d.	4d.
1471.	2fr. dark blue on bluish	8d.	8d.
1472.	5fr. deep violet on violet	1s. 6d.	2s.
1473.	10fr. brown on reddish	3s.	4s.

(April 20th).—Algiers—Paris (direct). Flight originally scheduled for the 15th, in consequence of which the mail bears a special cachet, "Mauvais Temps—Depart Retarde." Private blue winged cachet also applied, inscribed "Premier—Voyage inauguration—Alger Paris—en douze heures." Special numbered cards were issued at 4 frs. each.

1474.	Flown cover	6s.
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(May 15th).—Algiers—Tunis.

Flight arranged under the auspices of the Aero Club of Algiers, and carried out by the pilot Knipping. The official Algiers postmark was applied in red instead of black, and covers are backstamped the same day. The special stamps listed above were used on this flight, in addition to the ordinary postage.

1475.	Flown cover	7s. 6d.
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GERMANY.

"The South American Flight" was commenced on the 18th May.

The current Graf Zeppelin stamps were re-issued in the same colours, with the inscription "1 SUDAMERIKA—FAHRT" in two lines in small capitals above the globe. These two stamps, together with a special cachet, were used for all mail which left Friedrichshafen. The special cachet, in red, was similar to the ones used for previous big flights, and depict the airship in flight over a desert, surrounded by the following inscription, "LUFTSCHIFF—GRAF ZEPPELIN—SUDAMERIKAFAHRT 1930."

The route followed was as below. Friedrichshafen—Seville (landing to deliver and collect mails)—Cape Verde Islands (mail by parachute)—Pernambuco (Brazil) (landing to deliver and collect mails)—Rio de Janeiro (Brazil) (landing to deliver and collect mails)—Bahia (Brazil) (mail by parachute)—Havana (Cuba) (owing to bad weather this mail was taken to U.S.)—Lakehurst (N.Y.) (landing)—Seville (landing)—Friedrichshafen.

The popularity of this flight has been increased by the special sets of stamps issued in the countries visited, which are dealt with below, together with their special cachets. The mail from Argentine, Bolivia, Paraguay and Uruguay was sent by aeroplane to Rio de Janeiro, there to be taken aboard the Zeppelin.

1476.	(May 18th).—Friedrichshafen—Cape Verde Islands (mail by parachute)	15s.
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Note.—The covers flown from Berlin to Friedrichshafen to be transported by the "Graf Zeppelin" to South America all have a special cachet in red, "Anschlussflug—zur Sudamerikafahrt 1930—des Luftschiffs—Graf Zeppelin."

1477.	(May 18th-19th).—Friedrichshafen—Seville	7s. 6d.
1478.	(May 20th-22nd).—Seville—Pernambuco (50 hours)	25s.
1479.	(May 23rd-25th).—Pernambuco—Rio de Janeiro (31 hours)	40s.
1480.	(May 25th-27th).—Rio de Janeiro—Pernambuco	30s.
1481.	(May 29th-31st).—Pernambuco—Lakehurst, via Barbados)	35s.

**GERMANY.**

1482.	(June 2nd-5th).—Lakehurst—Seville	£1 5s.	£1 15s.
1483.	(June 5th-6th).—Seville—Friedrichshafen	£1	£1 10s.



ARGENTINE.

(May 19th).—On the occasion of the visit of the Graf Zeppelin to South America, six values of the current air stamps were overprinted in two lines in blue, "ZEPPELIN"—1er VUELO 1930" with the design of the Zeppelin in the centre.

As the quantities overprinted were quickly sold out, a further printing was made in green, the 3.60p. being omitted, and the 90c. included.

Blue overprint:—

1484.	20c. ultramarine (9,475) ..	7s. 6d.	10s.
1485.	Inverted overprint (50) ..	—	—
1486.	50c. black (9,325) ..	7s. 6d.	10s.
1487.	Inverted overprint (100) ..	—	—
1488.	1p. blue and red (9,475) ..	7s. 6d.	10s.
1489.	Double overprint ..	—	—
	overprint ..	—	—
1490.	Pair, one with and one without overprint	—	—
1491.	Inverted overprint ..	—	—
1492.	1.80p. pale blue and solferino (5,025) ..	£2	£3
1493.	3.60p. slate and blue (4,375) ..	£4	£5



May 21st.

Green overprint:—

1494.	20c. ultramarine (9,475) ..	6s.	8s.
1495.	Overprint sideways (44) ..	—	—
1496.	50c. black (9,525) ..	7s.	10s.
1497.	90c. dull purple (11,525) ..	8s.	12s.
1498.	1p. blue and red (9,525) ..	10s.	15s.
1499.	1.80p. pale blue and solferino (1,925) ..	£6	£8
1500.	Wmk. measuring 10 mm. (85) ..	—	—

The figures given are the net figures which were on sale to the public after deducting 60 sets to Buenos Aires Postal Museum, 415 sets to Berne, and various damaged ones, which were destroyed.

The total mail sent from Buenos Aires weighed 45,952 grs., which was sent by aeroplane to Rio de Janeiro, and there placed on board the airship. A small triangular purple cachet with Zeppelin outlined in centre, inscribed "PRIMER VUELO SUDAMERICANO 'ZEPPELIN,'" was applied to some of the mail. On arrival at Rio de Janeiro they all received the diamond-shaped purple cachet inscribed "FIRST—EUROPE—PAN AMERICA—ROUND—FLIGHT," enclosing a map of the Eastern and Western continents, with the route of the Zeppelin shown by a dotted line, the ports of call being marked.

Buenos Aires—Friedrichshafen (or intermediate stages), via Rio de Janeiro, and thence by Graf Zeppelin.

1501. Flown cover (price according to stage) from 15s.

BRAZIL.

(May 24th). — To commemorate the visit of the Graf Zeppelin to South America (Rio de Janeiro), a special set of three stamps was prepared. They were issued by the Condor Co., whose machines carried out the distribution of mails to and from the airship.

A special set of three stamps was first issued, the design showing the airship in flight over the Atlantic with an old-time sailing vessel on the horizon. They are inscribed at the top "PRIMEIRO VOO COMMERCIAL 1930," and at the bottom the stage on which the letter was to be carried. The 20,000 reis was then surcharged, firstly 5,000 reis and secondly 10,000 reis, with two black bars obliterating the previous value. Watermark Crosses and Circles. Perf. 14.

1502.	5,000 reis deep blue green (12,000) ..	8s.	10s.
1503.	10,000 reis carmine ..	12s.	17s. 6d.
1504.	20,000 reis ultramarine (7,000) ..	30s.	50s.
1505.	5,000 Rs. on 20,000 reis ultramarine (5,000) ..	15s.	25s.
1506.	10,000 Rs. on 20,000 reis ultramarine (5,000) ..	30s.	50s.

The original set of three was also overprinted "Graf Zeppelin" with letters "U.S.A." obliterating the word "EUROPA" at the bottom, signifying that letters bearing these stamps were to be carried only to U.S.A. and not on to Europe.

1507.	5,000 reis deep blue-green (8,000) ..	15s.	20s.
1508.	Double overprint ..	—	—
1509.	Double, one inverted ..	—	—
1510.	10,000 reis carmine (8,000) ..	20s.	30s.
1511.	Double overprint ..	—	—
1512.	20,000 reis ultramarine (4,000) ..	£2	£3
1513.	Double overprint ..	—	—



1930.

In addition, the 1,300 reis green Condor stamp issued in November, 1927, was surcharged in three lines, "Graf-Zeppelin—Rs. 5\$000," with a black bar obliterating the previous value.

1514. 5,000 reis on 1,300 reis green (3,000) 30s. £2

Either of the following four cachets may be found on mail from Brazil carried by the Zeppelin.

I. Large black circular cachet inscribed "Correio Aereo 'Graf Zeppelin' Brasil—U.S.A.—Europa Sindicato Condor Ltda 28 Mai 30 Recife."

II. Black circular cachet inscribed "Sindicato Condor Ltda Servico Aereo No Brasil 24 Mai 30 Rio de Janeiro."

III. Oval purple cachet, bearing an aeroplane device and inscribed "Correio Aereo 25 Mai 1930 Rio de Janeiro."

IV. Small badly made cachet employed at Pernambuco inscribed "Pernambuco 23 Mai 30."

1515. Flown cover—carried by Graf Zeppelin and bearing any of the stamps Nos. 1502—1514, and either of the above cachets (price according to stage carried and postage) from 12s. 6d.

ECUADOR.

(June 4th).—On this date, the Ecuadorian Government celebrated the first centenary of the death of Marshal Sucre, one of the liberators of Latin America, to which most of the South American Republics sent representatives. In the case of Colombia, their intrepid airman, Captain Mendez, flew direct from Bogota—Quito in order to lay a wreath of natural flowers on the tomb of the great Marshal. As the aviator flew direct, over deserts and high mountains, and on account of the political significance of this act, three stamps were specially overprinted. The printing was 5,000 sets, and after deducting those for the U.P.U., Government archives, and presentations to the aviator and distinguished visitors to the memorial ceremonies, the balance is 4,000 sets, which were sold out on the day of issue.

The overprint reads "MENDEZ—Bogota—Quito—Junio 4 de 1930," in black, in three lines, with three ornaments between the second and third lines.

1516. 1s. carmine (4,800)	12s. 6d.	15s.
1517. 5s. sage green (4,800)	£2	50s.
1518. 10s. grey-black (4,800)	70s.	£4

NORTH BORNEO.

(June 4th).—Kudat—Sandakan, via Kudat (by seaplanes S1419 and S1149). Special rectangular cachet, "AIR MAIL (aeroplane) NORTH BORNEO."

1519. Flown cover £3

(June 21st).—Sandakan—Kudat. Return flight by these seaplanes. The same first flight cachet was applied.

1520. Flown cover (30 carried) £3 10s.

INDIA.

(August 10th).—Reti—Jacobabad. Emergency service operated by R.A.F. machines on account of floods between Sultankot and Shikapur. The service terminated on the 9th September. Ordinary departure obliterations were used.

1521. Flown cover £2

1522. Later dates £2 10s.

PORTUGAL.

(September 4th).—Lisbon—Plymouth (England), by the flying boat "Iris" (S1264). This flight was originally arranged for the 3rd September, but owing to bad weather conditions they were unable to take off until the following day. Covers had to bear, in addition to the Portuguese postage, a 1½d. British stamp to pay the postage on the letter from Plymouth to its destination. Covers are backstamped September 4th at Plymouth, and bear, in addition, the Lisbon British Consular cachet.

1523. Flown cover (24 carried) £10

FINLAND.

(September 24th).—In connection with the visit of the Graf Zeppelin on her Baltic Sea Flight, the current 10 marka stamp was overprinted in red in two lines, "ZEPPELIN—1930." Five hundred copies were inadvertently printed bearing the error "1830," but when this error was discovered at the P.O., the remaining 300 copies on hand were withdrawn from circulation, leaving a balance sold of 200. 13,200 of these stamps were used for franking aerograms carried on this flight.

A special double-lined circular violet cachet was prepared inscribed "SUOMI—(Zeppelin)—19 24/9 30—FINLAND."



1524. 10 marka pale lilac (50,000)	10s.
1525. Error "1830" (200)	£15 £25
1526. Flown cover, Helsingfors—Friedrichshafen	15s.

NEWFOUNDLAND.

(September 25th).—36c. olive-green (Caribou issue) surcharged "Trans-Atlantic Air-Mail—By B.M. Columbia—September 1930—50c." in seven lines in black.

1527. 50c on 36c. (300) £100 £80

1930.

This stamp was issued to frank correspondence to be carried by the Aviators Captain J. Erroll Boyd and Lieutenant Harry P. Connor on their Atlantic flight in the aeroplane "Miss Columbia."

The aeroplane left Harbor Grace on October 10th, and arrived at the Scilly Isles the next day. Apart from the covers franked with the special stamp a number of covers with ordinary adhesives were also carried.

1528. Price of flown cover with ordinary adhesives but with total value of postage 50c. £25

1931.

SPAIN.

(April 15th).—After the downfall of the Monarchy the remainders of the set issued on April 20th, 1920, were additionally overprinted diagonally "REPUBLICA," in the type used for the Barcelona district. As the remaining stocks on hand were small, this was necessarily a limited issue.

1529.	5c.	green	..	..	..	..	..	..	..	7s. 6d.	—
1530.	10c.	carmine	..	..	..	..	..	..	..	7s. 6d.	—
1531.	25c.	blue	..	..	..	..	..	..	..	15s.	—
1532.	50c.	greenish-blue	..	..	..	..	..	..	..	£1 10s.	—
1533.	1p.	carmine	..	..	..	..	..	..	..	£12	—

Note.—These stamps were intended only for the newly formed Catalanian Republic, and only a few copies are known to have passed through the post.

ITALY.

(June 27th).—To commemorate the formation flight by Italian seaplanes across the South Atlantic, from Rome—Rio de Janeiro, a special stamp was issued, the validity being for one month only. The design shows a flight of seaplanes above the water, with the constellation of the Southern Cross in the sky. The inscription reads "Ia. Croceira Aerea Transatlantica Rome—Rio de Janeiro. Gennario 1931. A.I.X.E.E." Wmk. Crown. Perf. 14.

1534. 7L.70 blue (1,500) £7

The sale of this stamp was exhausted on the day of issue.

GERMANY.

(July).—In preparation for the North Pole Flight of the Graf Zeppelin, the current G.Z. stamps were re-issued bearing in the top left hand corner the following inscription, in three lines in sepia, "POLAR—FAHRT—1931."

1535.	1 mark	red	..	..	..	..	3s.	5s.
1536.	2 marks	bright blue	..	..	..	..	5s. 6d.	8s.
1537.	4 marks	sepia	..	..	..	..	11s.	17s.

Variety: Nos. 1535 and 1536 are known with hyphen omitted between "POLAR" and "FAHRT."



(August).—Exhibition flight at Hamburg. Special cachet inscribed "Hamburg 36—Mophila—Luftpost—1931—date."

1538. Flown cover 5s.

1539. (July 25th).—Friedrichshafen—Berlin—Leningrad—Franz-Joseph's Land—Malygin Icebreaker, and return 7s. 6d. to £2

The polar flight for which special Zeppelin provisionals were issued (Nos. 1535-1537). Special German semi-circular cachet in red, depicting the Zeppelin passing through the rising sun, and inscribed around the top, "LUFTSCHIFF GRAF ZEPPELIN," and along the base "POLARFAHRT 1931." At Leningrad a special ornamental circular cachet was used, inscribed "PAR AVION ZEPPELIN—LENINGRAD," with date in centre between horizontal lines. A special double-lined circular cachet was used on the Malygin Icebreaker, inscribed "BRISE—GLACE MALYGUN—ARCTIQUE," with the date in centre.

1540. As above £1 10s.



RUSSIA.

(July 25th).—Special issue for the polar flight of the Graf Zeppelin. The design embraces the Zeppelin flying above an arctic scene with the "Malygin" icebreaker in the background, and a polar bear on an ice-floe in the foreground gazing at the airship. Wmk. Roses and Greek border. Imperf.

1541.	30k.	purple (50,000)	..	..	1s. 6d.	2s. 6d.
1542.	35k.	green (50,000)	..	..	2s.	3s.
1543.	1r.	black (50,000)	..	..	6s.	9s.
1544.	2r.	blue (50,000)	..	..	12s. 6d.	£1
Similar type but perforated.						
1545.	30k.	purple (500,000)	..	..	1s. 6d.	2s. 6d.
1546.	35k.	green (500,000)	..	..	2s.	3s.
1547.	1r.	black (500,000)	..	..	..	6s. 9s.
1548.	2r.	blue (500,000)	..	..	..	12s. 6d. £1



NICARAGUA.

(January 1st).—Special set in commemoration of the earthquake which destroyed the capital (Managua) on the 31st March, 1931. The design represents the Palacio de Comunicaciones before and after the earthquake. The proceeds of the sale of these stamps to go towards the re-construction of the town. 5,000 sets were issued—without gum—and were on sale for one day only. No wmk. Lithographed, ungummed. Perf. 11.

1549.	15c. mauve (5,000)	..	..	..	..	..	..	..	..	3s.	—
1550.	20c. green (5,000)	..	..	..	..	..	..	..	..	4s.	—
1551.	Imperf. between horizontally (10)	..	..	..	..	..	..	..	..	—	—
1552.	25c. bistre (5,000)	..	..	..	..	..	..	..	..	5s.	—
1553.	50c. yellow-brown (5,000)	..	..	..	..	..	..	..	..	10s.	—
1554.	1 cordoba rose (5,000)	..	..	..	..	..	..	..	..	£1	—

TRIPOLITANIA.

(March 8th).—Special issue in connection with the Trade Fair which opened at Tripoli on the date mentioned. The stamps are very picturesque, Nos. 1555 and 1556 showing a seaplane in flight over a Beduin encampment, and Nos. 1557 and 1558 portraying a seaplane in flight over Tripoli. Designed by Guisepe Rodini. Printed by polygraphic process at the Officina Carte-Valori, Rome, in sheets of 50. Wmk. Crown. Perf. 14.

1555.	50c. indigo (50,000)	..	..	9d.	1s.
1556.	1l. orange (50,000)	..	..	9d.	1s.
1557.	2l. + 1l. slate (15,000)	..	..	2s. 6d.	3s. 6d.
1558.	5l. + 2l. carmine (10,000)	..	..	4s.	5s. 6d.

These stamps remained on sale until the 8th, May, 1932.



NEWFOUNDLAND.

(May).—In connection with the trans-Atlantic flight of the Giant German Flying Boat Do.X to Southampton and Germany, the \$1 air-mail stamp was surcharged in five lines in red, "TRANSATLANTIC—WEST TO EAST—Per Dornier DO-X—May, 1932—One Dollar and Fifty Cents.," the old value being obliterated by a long bar.

1559.	\$1.50c. on \$1 blue (8,000)	..	..	..	..	..	..	..	..	£5	—
1560.	Inverted surcharge (16)	..	..	..	..	..	..	..	..	—	—
1561.	Flown cover (1,804 flown)	..	..	..	..	..	..	..	..	£10	—

The mail of 1,804 letters was made up as below:—

Postmarked May 19th	..	..	..	..	..	..	..	..	..	1,362
Postmarked May 20th	..	..	..	..	..	..	..	..	..	427
Mailed by Holyrood	..	..	..	..	..	..	..	..	..	5
Mailed by DO.-X crew	..	..	..	..	..	..	..	..	..	10

1,804

RUSSIA.

(August).—Special issue in connection with the Arctic exploration trip of the Malygin ice-breaker. The central part of the stamp is devoted to a map of the Arctic basin with last year's discoveries of the Graf Zeppelin, whilst on the left is the ice-cutter "Sibiriakoff"—which is ice-bound—with an aeroplane in flight overhead. Issued in connection with a projected flight from Franz Josef Land to the European Continent by the aviator Tschuchnowsky. Designed by J. J. Doobassoff, the accuracy of the map being due to N. N. Zooboff, Professor of the Arctic Institution. Printed at the Government Printing Works, Moscow. Wmk. Perf. 12. Issue, 10,000 pairs.

1562.	50 kopeks red	..	..	..	..	..	..	..	..	3s.	3s. 6d.
1563.	1 rbl. green	..	..	..	..	..	..	..	..	6s.	6s. 6d.

ITALY.

(August 6th).—At the request of the banks and air transport Companies for a high value air-mail stamp, to be used upon heavily insured packages transmitted over the South American and other long distance air routes, a further value was added to the Dante Alighieri series. Upright format, incorporating the likeness of Leonardo da Vinci, and inscribed "L'Uomo Con le Sue Grandiali Facendo Forza Contro l'Aria Potra Sogrogarla E. Levarsi Sopra di Lei." Designed by Prof. C. Mezzana. Engraved. Wmk. Crown. Perf. 14.

1564.	100 lira blue and sage-green (5,000)	£4	£5
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Note.—The translation of the inscription on the scroll reads, "Man with his large wings by beating against the air will be able to dominate it and lift himself above it."

AUSTRIA.

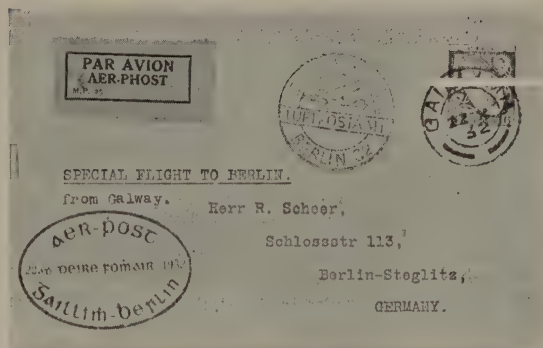
(August 8th).—In connection with the experimental rocket post promoted at Kumberg on this date. The design portrays in the centre a rocket in different settings, and is inscribed above, "RAKETEN—FLUG—POST," on the right is the value, and along the bottom appears the word "OESTERREICH." The highest value is in triangular format.

1565.	3 gr. red	..	..	..	..	..	..	..	..	2d.	5s.
1566.	10 gr. yellow	..	..	..	..	..	..	..	..	6d.	5s.
1567.	1 schilling blue	..	..	..	..	..	..	..	..	6s.	15s.

IRELAND.

(October 22nd). — Galway — Berlin, via Baldonell (Dublin), Croydon and Rotterdam. Special oval green cachet inscribed in Irish characters, "AER PHOST, 22 ADH. DEIRE FOGHMHAIIR, 1932, GAILLIMH-BERLIN," meaning "Air Post, 22nd October, 1932, Galway—London." 1,015 pieces of mail were carried from Galway for places en route. At Dublin the mail was transferred to a Royal Dutch Air Liner, which already had on board the Dublin mail.

1568. Flown cover .. 10s.



LETTLAND.

1933.

(January).—Special set issued at a premium on behalf of disabled airmen, the designs representing various events in the history of aviation. Crudely lithographed. Wmk. Swastikas. Perf. 11. Printing 11,000 sets.

1569. 5s. + 25s. brown and green (Icarus who flew too near the sun and melted his wax wings) (T. Zalkalns)	5d.	4d.
1570. 10s. + 50s. brown and green (Leonardo da Vinci) (B. Dzenis)	10d.	6d.
1571. 15s. + 75s. chocolate and green (the Charles balloon of 1783) (T. Zalkalns)	1s.	4d.
1572. 20s. + 100s. green and magenta (Wright's machine of 1903) (R. Zarrinsch)	1s.	9d.
1573. 20s. + 125s. brown and blue (Blériot on the first cross-Channel flight of 1909. (R. Zarrinsch)	2s.	3d.
Note.—The name given in brackets is that of the designer.		
Similar set but issued imperforate. All details as for the previous set. Issue 9,000 sets.		
1574. 5s. + 20s. brown and green	5d.	4d.
1575. 10s. + 50s. brown and green	10d.	6d.
1576. 15s. + 75s. chocolate and green	1s.	4d.
1577. 20s. + 100s. green and magenta	1s.	9d.
1578. 25s. + 125s. brown and blue	2s.	3d.

ITALY.

(April 27th).—Special issue of Graf Zeppelin stamps in connection with the visit of the airship to Rome prior to sailing for South America. The design incorporates the Zeppelin with each of the scenes described below. The values are 3l. and 5l. for letters and postcards for Europe, 10l. and 12l. for Brazil, and 15l. and 20l. for other parts of South America. Designed by the artist Mezzana, and printed at the Government Printing Office, Rome. Wmk. Crowns. Perf. 14.

1579. 3l. grey and green (Pyramid of Caius Cestius)	} Complete set, £2
1580. 5l. green and brown (Appian Way)	
1581. 10l. red and grey-blue (Stadium of Mussolini)	
1582. 12l. blue and orange (Castle of St. Angelo)	
1583. 15l. brown and grey (The Forum)	
1584. 20l. chestnut and blue (Imperial Way)	

Note.—These stamps were not on sale after May 29th, the date on which the Zeppelin was scheduled to leave Rome.

(May).—Special issue in connection with the departure of the Italian seaplane squadron under the command of General Balbo, which left Rome on June 5th en route for the Century of Progress Exposition at Chicago, by way of Scotland, Ireland, Greenland, Labrador and Canada.

The "stamp" consists of a strip of three, the left hand section being the Registration Label (without value) adorned by the Italian flag. In the centre is a portrait of the King of Italy and value in a tablet below. These two parts are common to both values. In the 25 lire (combined value), which is to prepay letters as far as Iceland only, the right hand tablet portrays a figure of "Flight" in a chariot following in the wake of the seaplanes. In the 50 lire (combined value), to prepay letters to U.S.A., this portion shows seaplanes flying over a hemisphere between the Forum and sky-line of New York. These stamps were not sold after the departure of the machines for America.



1933.

Printed in rotogravure at the State Printing Office in Rome, after the designs by C. Mezzana. Wmk. Crowns. Perf.

In addition to the above each left hand section of the "stamps," in a sheet of 20 is overprinted with the abbreviated name of one of the pilots in charge of the seaplanes engaged in the flight.

On the left hand side of the sheet the names in order are: BALB, PELL, LONG, NANN, DINI, GIOR, RECA, BISE, BIAN, ARAM.

These names in vertical progression, on the right hand side of the sheet are: BORG, MIGL, ROVI, TEUC, QUES, LEON, VERC, NAPO, RANI, and CALO. Each is preceded by the inscription "APPARECCHIO I."

Overprinted with either name as above.

1585. 19L.75 + 5L.25 red, green and blue ("APPARECCHIO I") £1 10s. £3
1586. 44L. + 5L.25 green, red and blue ("APPARECCHIO I") £3 £6

PARAGUAY.

(May 6th).—In connection with the first 1933 return flight of the Graf Zeppelin from South America—Germany, a special set of air-mail stamps was issued for franking correspondence emanating from Paraguay. The three lower values are of transverse format and bear a view of the airship leaving the shores of South America, with inscription "POR GRAF ZEPPELIN" and date "1933." The two high values are of transverse format and show the airship in flight over the ocean en route from South America to Europe, with inscription "GRAF ZEPPELIN—1933." Lithographed locally. No wmk. Perf. 11½.



1587.	4p.50 blue (50,000)	..	..	..	..	..	..	..	..	8d.	—
1588.	9p. scarlet (40,000)	..	..	..	..	..	..	..	..	1s. 4d.	—
1589.	13p.50 blue-green (30,000)	..	..	..	..	..	..	..	..	2s.	—
1590.	22p.50 yellow-green (30,000)	..	..	..	..	..	..	..	..	3s. 3d.	—
1591.	45p. violet (15,000)	..	..	..	..	..	..	..	..	6s. 6d.	—

GREAT BRITAIN. First Railway Air-Mail in England.

(May 15th).—Special stamp issued by the Great Western Railway in connection with the Rail-Air service (Nos. 1593—1599). This stamp is in oblong format depicting a monoplane, on the right of which is the value, 3d., and below in one line "G.W.R. AIR MAIL." In the top left hand corner appears a serial number. No wmk. Perf.

1592. 3d. greenish
blue 5s.



This stamp was first used on the date mentioned above (15/5/33), on the Cardiff—Plymouth service. Pilot Capt. Dismore. Just over 200 pieces of mail were carried, distributed as below:—

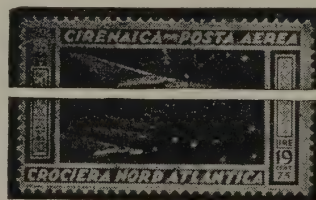
1593.	Cardiff—Teignmouth (30)	..	..	..	..	..	..	..	..	£2 10s.
1594.	Cardiff—Torquay (30)	..	..	..	..	..	..	..	..	£2 10s.
1595.	Cardiff—Plymouth (30)	..	..	..	..	..	..	..	..	£1 10s.
1596.	Plymouth—Cardiff (35)	..	..	..	..	..	..	..	..	£1 5s.
1597.	Plymouth—Newport (35)	..	..	..	..	..	..	..	..	£1 5s.
1598.	Torquay—Cardiff (45)	..	..	..	..	..	..	..	..	£1
1599.	Cardiff—Plymouth—Cardiff (round trip) (25)	..	..	..	..	..	..	..	..	£4

CIRENAICA.

(June 3rd). In conjunction with the Italian formation flight from Rome to Chicago under General Balbo, two special stamps were issued. They depict seven seaplanes flying in formation against the heavens, in which two constellations of stars are shown. Printed in photogravure at the State Printing Office in Rome. Wmk. Crowns. Perf. 14.

1600. 19L.75 ultramarine and deep green .. per pair
1601. 44.75 deep blue and scarlet £3

Note.—These stamps became obsolete as soon as the Armada had left.



LITHUANIA.

(July).—In connection with the ill-fated attempt of the Lithuanian aviators Darius and Girenas to fly from New York—Lithuania, the five highest values of the imperforate set issued December 1st, 1932, were overprinted in two lines in black, "DARIUS GIRENAS—NEW YORK-1933-KAUNAS." These stamps were issued by the Lithuanian Consul in New York to the extent of only 500 sets, so that they could be used on the small mail carried by the aviators.

1602. 20c. black and scarlet (500)	Complete
1603. 40c. black and brown-purple (500)	
1604. 60c. black and orange (500)	set of five
1605. 1l. myrtle and lilac (500)	
1606. 2l. brown and blue (500)	£12

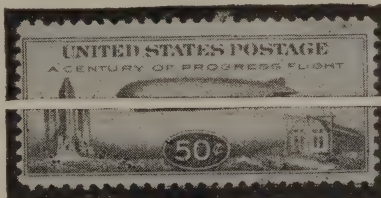
The aviators crashed when almost in sight of their destination, when endeavouring to land in the darkness on the top of some trees, the machine being wrecked and the pilots killed. The mail bag, however, was saved from the wreckage, as the machine did not catch fire.

1607. Flown cover	£18
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U.S.A.

(October 2nd).—Special stamp issued for mail picked up by the Graf Zeppelin from Miami, Chicago and Akron for Germany, on the occasion of the visit of this airship to the World Fair held at Chicago. The design portrays the Zeppelin in the centre flanked by the Federal Building of the Chicago Exposition on the left, and hangar at Friedrichshafen on the right. Inscribed "A CENTURY OF PROGRESS FLIGHT," and below "UNITED STATES POSTAGE." Recess-printed in long transverse format on white wove paper by the Bureau of Engraving and Printing, Washington. No wmk. Perf. 10½.

1608. 50c. green	5s.	15s.
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**GREAT BRITAIN.**

(October).—West Country Air Service. Special stamp issued by Provincial Airways Ltd. for the service from London—Plymouth, via Southampton, which was inaugurated November 25-26. The top part of the stamps shows a biplane in flight, whilst the bottom part is divided into three sections showing: (i.) Houses of Parliament, (ii.) a liner leaving harbour, (iii.) Plymouth Hoe; with below "LONDON—SOUTHAMPTON—PLYMOUTH" respectively, as symbolical of the places connected. Surface printed by the Plymouth firm of Clark Doble and Co., in miniature sheets of four in strips, with a wide margin at one end. Perf. 11.

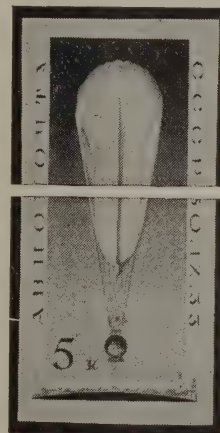
1609. 3d. orange and blue	1s.	12s.	6d.
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Note.—There have been three printings, each of 2,500, of this stamp. The second can be distinguished from the first by the width of the side margins, whilst in the third certain stamps have a broken "O" like a "C," in "SOUTHAMPTON."

**RUSSIA.**

(November).—In order to commemorate the successful ascent into the stratosphere by the Soviet scientific airmen, Prokofjev, Birnbaum and Gudunow, in the stratostat "U.S.S.R.," a special air mail set was issued. They depict the balloon ascending above the outlines of Moscow industrial buildings, the Kremlin Wall and the Radio stations. The inscriptions are, "19 Kilometres—September 30th." (The previous record, held by Professor Picard, was beaten by 3 kilometres). Printed in rotogravure in upright rectangular format. Wmk. Perf. 13½.

1610. 5 kop blue (100,000)	6d.	6d.
1611. 10 kop. crimson (100,000)	1s.	1s.
1612. 20 kop. violet (300,000)	2s.	2s.



PART V. MEDALS.

[arranged in chronological order].

- [1613] MONTGOLFIER (Brothers Joseph and Etienne). FAMOUS AERONAUTS.
Inventors of the Air Balloon.

Silver Medal struck to record their navigation of the air.

It measures over $1\frac{1}{2}$ inches in diameter. 1783. £7 10s

The obverse of the medal shows in relief the busts of Joseph and Etienne Montgolfier with the inscription, "Jose et Etien. Montgolfier Pour Avoir Rendu L'Air Navigable"; whilst on the reverse appears in relief the Montgolfier Balloon in the clouds; below the Champ de Mars with the inscription, "Expérience du Champ de Mars 27 Aoust 1783 en vertu d'une souscription sous la Direction de M. Faujas de St. Fond."

- [1614] ——— The same medal in bronze. £4 4s

- [1615] ——— Another silver medal struck to record their invention of the Air Balloon.

It measures over $1\frac{1}{2}$ inches in diameter. 1783. £7 10s

Issued just after their demonstration of aerial navigation. The Obverse of the medal shows their busts in relief, with inscription under, "Pour avoir rendu l'air navigable"; whilst on the Reverse appears the Montgolfier balloon with two emblematical female figures, one being seated on a cloud; also an inscription below. (Trans.):—"A journey through the air fortunately attempted in the year 1783."

- [1616] ——— The same medal in bronze. £3 10s

- [1617] ——— A very rare bronze medal struck by order of Louis XVI in commemoration of their invention of the Air Balloon.

It measures about 2 inches in diameter. 1784. £5 5s

The observe of the medal depicts the Montgolfier fire balloon, also an air balloon, with inscription below recording other attempts. (Trans.):—"On the 21st November, L. F. d'Arlandes and F. Pilatre; on the 1st December J. A. C. Charles and M. N. Robert in the year 1783 navigated the Air."

The two brothers acting in concert had contrived the means of realising their project of aerial navigation. After trying hydrogen gas and other fluids, they made the first public experiment at Annonay in June, 1783, and sent up a balloon about 37 French feet in diameter, inflated with air rarefied by heat; this caused a great sensation, and the above medal was accordingly afterwards struck to commemorate it.

Of great interest and rarity. The reverse of the medal reads (Trans.):—"Struck in commemoration of the Journey of Joseph and Stephen Montgolfier on the 5th June, 1783, as a remembrance to posterity by order of Louis XVI. 1784. Fortunate is he who attempts audacious things."

- [1618] THE MONTGOLFIER BROTHERS & PILÂTRE DE ROSIER
AND CHARLES, ASCENT AT LYONS, 1784.

Silver medal on the ascent at Lyons, 1784.

It measures a little over $1\frac{1}{2}$ inches in diameter. 1784. £7 15s

On the obverse of the medal is a genius sitting on a lion, writing on a tablet, in the background the place of ascent with spectators, above, the balloon in the air. On the left below the medallist's name N. GATTEAUX.

Below on four lines "Médaille frapp. en vertu d'une souscript. faite à Lyon par les

MONTGOLFIER BROTHERS—*cont.*

soins de M. Achet ecuyer off. de Monsieur, Frère du Roi." The fourteen line inscription on the reverse is as follows: "L'Aerostat, nommé le de Flesselles, de 100 Pds. de Dtre. sur 118 de Hr. s'est élevé a 1400 Tes. des Brotteaux à Lyon monté par MM. Montgolfier, Lnc. Pilâtre de Rosier, Charle Prince de Ligne, les Ctes. de Laurencin, De La Porte, d'Anglefort, le Mis. de Dampiere et M. Fontaine le 19 Jer, 1784."

[1619] ——— The same medal in bronze. £4 4s

[1620] BLANCHARD. Lead medal on Blanchard's fifteenth ascent, in Frankfurt on the Main, 1785.

The medal was engraved by Johann Christian Reich, 1785.

It measures about 2 inches in diameter. £5 5s

On the obverse of the medal is the text "Blanchard sursum decimum quintum faciens iter." This surrounds the head and shoulders of Blanchard, below are the words "Francofurti D. 3 Octo." On the reverse of the medal is a view of the city of Frankfurt from the west with a bridge, above it Blanchard in the balloon on which two flags are fastened. The text surrounds this as follows: "Gallia saepius plausit, jam Germania plaude," below, 1785.

[1621] ——— Silver medal on Blanchard's twenty-eighth ascent at Nuremberg in 1787.

It measures 1½ inches in diameter. £7 10s

On the obverse of the medal is the text "Nil mortalibus arduum est" surrounding Blanchard's balloon, bearing on the left the flag of the Bourbons, and on the right the flag of Nuremberg. The parachute which has not yet been let down is visible fixed to the bottom of the balloon basket.

On the reverse of the medal is a wreath within which is the following inscription: "Blancardo artem aeronauticas exercente Norimbergae 1787." Below the wreath is the initial "W."

[1622] ——— Lead medal on Blanchard's twenty-eighth ascent, in Nuremberg, 1787.

It measures about 2 inches in diameter. 1787. £3 3s

On the obverse of the medal is the text "Blanchard vicesimum octavum faciens iter." This surrounds the head and shoulders of Blanchard. Below are the initials M.R.

On the reverse of the medal is a view of the town of Nuremberg. Above it is Blanchard in his balloon. The text surrounding this reads as follows: "Gallia saepius plausit, jam Germania plau." Below "Norimberge."

[1623] ——— Silver medal on Blanchard's thirty-fourth aerial ascent, 10th May, 1879, at Warsaw.

It measures a little over 1 inch in diameter. 1788. £7 10s

On the obverse of the medal is the text "Johannes Petrus Blanchard" surrounding the head and shoulders of Blanchard looking to the right, below the medallist's name F. Loos.

On the reverse of the medal is a landscape, the city of Warsaw in the distance, and above it Blanchard's balloon and parachute, surrounding it are the words "Impavidus non sortem timet Icarium." Below this is a further inscription "Varsoviae 1788."

The medal was pre-dated, Blanchard wanted to make an ascent already in 1788 at Warsaw, but the actual ascent only took place on the 10th May, 1789.

A second ascent of Blanchard at Warsaw took place on the 14th May, 1790.

- [1624] BLANCHARD. Silver medal on Blanchard's thirty-fifth aerial ascent, 28th May, 1789, in Breslau.

It measures about 1 inch in diameter. 1789. £4 4s

On the obverse of the medal is the text "Luftschiffer M. Blanchard" surrounding the head and shoulders of Blanchard.

On the reverse of the medal is a view of the city of Breslau with a balloon over it, surrounding it are the words "Luftreise zu Breslau." Below the city is the date 1789.

- [1625] A BALLOON. Gilt medal.

It measures 1 inch in diameter. N.D. 10s 6d

The obverse of the medal shows in relief a Montgolfier balloon with the surrounding inscription "Pour Plaisir du Pays," and below the word "Dantes"; whilst on the reverse the bust of Louis XVI with the surrounding inscription "Lud. XVI. Galliae Defvntus."

- [1626] MONTGOLFIER (Etienne). FAMOUS AERONAUT. Inventor of the Air Balloon.

Bronze medal struck in his memory.

It measures over 1½ inches. 1821. £1 5s

The obverse of the medal shows the bust in relief of Etienne Montgolfier, with inscription "Etienne Montgolfier signed Laqué F." On the reverse the inscription "Né à Vidalon près Annonay en M.DCC.XLV Mort en M.DCC.XCIX."; below, "Galerie Metallique des Grands Hommes Français," 1821.

- [1627] SPARROW (Isaac Earlysman). Bronze medal struck in memory of his ascent. It measures just under 1 inch. Milled edge. (1823). 15s

The obverse of the medal shows the bust in relief of Sparrow with the inscription "Isaac Earlysman Sparrow"; on the reverse his balloon with the inscription "Ironmonger Bishopsgate London."

- [1628] SPARROW (Isaac Earlysman). Bronze medal struck in memory of his ascent.

It measures just under 1 inch. Milled edge. 1823. 15s

The obverse of the medal shows the bust in relief of Sparrow with the inscription "Ironmonger Bishopsgate London"; on the reverse his balloon with the inscription "Ascended at Oxford June 23rd 1823."

"In commemoration of his ascent Sparrow struck three small medals or tokens."
See Hodgson's "*History of Aeronautics in England*."

- [1629] SPARROW (Isaac Earlysman). Bronze medal.

It measures just under 1 inch. 1823. 15s

The obverse of the medal shows Sparrow's balloon, surrounding this the inscription "Sparrow Nail Merchant London"; on the reverse appears the inscription "Sparrow's Leather Sauce."

- [1630] SPARROW (Isaac Earlysman), ironmonger of Bishopsgate Street, London, ascended with Chas. Green at Oxford, June, 1823.

Brass medal.

It measures just under 1 inch. Milled edge. 1825. 15s

On the obverse of the medal, bust of Isaac Earlysman Sparrow, with inscription "Isaac Earlysman Sparrow 1825"; on the reverse Chas. Green's balloon with the inscription "Ironmonger Bishopsgate London."

[1631] SPARROW (Isaac Earlysman), ironmonger of Bishopsgate Street, London, ascended with Chas. Green at Oxford, June, 1823.

Bronze medal.

It measures just under 1 inch. 1826. 18s

On the obverse of the medal his balloon with the inscription "Sparrow Nail Merchant London"; on the reverse his balloon with the inscription "Leather Sauce Invented 1826."

[1632] GREEN (Charles). AERONAUT.

A bronze medal struck to record his flight from London to Weilburg in 18 hours on November 7, 1836.

It measures over 1½ inches in diameter. 1836. Medal is signed W. J. Taylor. £1 15s

The obverse of the medal shows the bust in relief of Charles Green. The reverse shows in relief the town of Weilburg with the balloon in the distance; the inscription reads: "From London, November 7, 1836, in company with Robert Holland M.P. and M. Mason Esq., to Weilburg in 18 hours."

[1633] BOSC (Philippe). AERONAUT.

Bronze medal struck in commemoration of the flight of his balloon, the La Ville de Chateaudun, during the siege of Paris, from Paris on October 6, 1870.

It measures just over 1 inch in diameter. 1870. £1 15s

The obverse of the medal shows in relief a balloon with the surrounding inscription "Part de la Gare du Nord Conduit par Laer^{te} Ph^e Bosc La Ville de Chateaudun le 6, 9^{bre} 1870." On the reverse the inscription "République Française, Ballon du Siège de Paris."

[1634] SIEGE OF PARIS.

Bronze medal struck by the French Ministry of War.

It measures 2½ inches in diameter. 1870-1871. £1 3s

The obverse of the medal shows in relief a female figure, "The City of Paris," seated on a cannon holding her arms towards a flying pigeon, in the distance a balloon. Below the inscription "Paris 1870-1871." On the reverse, a pigeon-basket, above a pigeon returning. Surrounding this the inscription "Ministère de la Guerre," and below "Communications Aériennes."

[1635] GIFFARD (Henry).

Souvenir bronze medal on an ascent in Giffard's grand captive balloon in the Tuileries at Paris, 1878.

It measures 2 inches in diameter. £1 1s

The obverse of the medal shows Giffard's balloon above a view of Paris, below the words "Panorama de Paris 1878." On the reverse are the words "Souvenir de mon ascension dans le Grand Ballon captif à vapeur de Mr. Henri Giffard."

[1635a] — Another one, dated 1879. It measures 1½ inches in diameter. 18s

[1636] MILAN EXHIBITION.

White metal medal struck in memory of the National Exhibition of Milan, 1881.

It measures 1¾ inches in diameter. 1881. £1 1s

On the obverse of the medal in relief a balloon over Milan Cathedral and city; below the word "Calvi"; on the reverse the inscription "Esposizione Nazionale in Milano 1881."

[1637] CHALAIS-MEUDON. (Aviation Centre.)

Fine large bronze medal by A. Patey, struck in commemoration of Experiments made with airships at Chalais Meudon.

It measures 3 inches in diameter. 1885.

£2 10s

The obverse shows a youth Icarus with outspread wings being attended to by Daedalus seated; surrounding inscription reads "Labor Improbus Omnia Vincit"; whilst the reverse of the medal shows the figure of France seated with her right foot resting on a pile of books, pointing to dirigible air-ship in sky, the inscription surrounding reads "Sic Itur ad Astra," below the inscription "Ballons Dirigeables Expériences à l'Etablissement de Chalais Meudon 1885."

[1638] ZEPPELIN.

Aluminium medal struck to record non-stop flight from Friedrichshafen to Mainz 583 kilometres.

It measures 1 inch in diameter. 1908.

10s 6d

This medal, which was made from the remains of the Zeppelin, bears on the obverse in relief the bust of Graf Zeppelin with the inscription "Ziel Erkannt-Kraft Gesspannt!" On the reverse in relief the Graf Zeppelin itself crossing the Cathedral at Friedrichshafen, with the inscription "Geprägt Aus den Resten des Luftschiffs Z 4." Below the inscription "Dauerfahrt Friedrichshafen Mainz 583 klmn."

[1639] BLERIOT (Louis). "TRAVERSÉE DE LA MANCHE PAR LOUIS BLÉRIOT, 25 JUILLET 1909."

Bronze plaque, (7½ inches in diameter), showing Blériot, head and shoulders, in his flying kit. In the distance are seen the coasts of England and that of France, with an aeroplane crossing the English Channel. The plaque is signed H. Fugère. (Paris, 1909).

£2 10s

[1640] ZEPPELIN. INVENTOR OF THE AIRSHIP NAMED AFTER HIM.

Silver medal struck in commemoration of the first great German Flight of the Z. III. to Berlin in Aug., 1909.

It measures 1½ inches in diameter. 1909.

£2 15s

The obverse of the medal shows in relief the bust of Graf Zeppelin with the words "Zeppelin Thaler"; whilst the reverse bears the inscription "Erste Grosse Fahrt des Reichs-Luftschiffes Z. III Nach Berlin Aug. 09."

[1641] ELIJAH.

Medal of the Prophet Elijah in silver. Signed Becker.

It measures about 1 inch in diameter. (1910.)

£2 10s

The obverse of the medal shows in relief the figure of Elijah being taken to Heaven in a chariot of fire; whilst the reverse shows in relief an air-ship, a balloon, a sea-plane and an aeroplane, below the inscription "Saint Elie protège nous."

[1642] NAVIGATION AERIENNE.

Undated oblong aeronautical medalion by A. Morlon.

It measures 3 x 2½ inches. N.D.

£1 1s

The obverse of the medal shows in relief in the centre the figure of an Angel holding in its right hand a palm. On the left a seaplane and an aeroplane flying over a factory; on the right, part of an airship flying over a town; whilst the reverse of the medal shows in left panel a student at work watching the flight of pigeons, with the inscription below "Le Rêve Conçoit." In the right panel a workman at his wheel, with the inscription below "La Science Réalise."

- [1643] BADEN-BADEN, July 29, 1911. Round journey of the Zeppelin Schwaben from Baden-Baden through Southern Germany with 10 passengers, several of whom were American.

Silver medal struck in commemoration of the Round Journey to Baden-Baden.

It measures about $1\frac{1}{2}$ inches in diameter. 1911. £10 10s

The obverse of the medal shows in relief the Zeppelin Schwaben flying over Baden-Baden; whilst on the reverse is a 15-line inscription in German, giving names of the passengers.

- [1644] ZEPPELIN (Graf Ferdinand).

Bronze medal.

It measures $1\frac{1}{2}$ inches. (c. 1912). £1 1s

The obverse of the medal shows the bust in relief of Ferdinand Zeppelin with the inscription "Graf Ferdinand Von Zeppelin"; on the reverse appears in relief an air-ship in the sky, below a youth pointing to a tablet on which are inscribed the following names of towns: "Friedrichshafen, Ulm, Stuttgart, Mainz, Mannheim, Strassburg, München, Nürnberg, Dresden, Leipzig, Halle, Frankfort, Köln, Berlin."

- [1645] CONQUEST OF THE AIR.

Bronze medal.

It measures 1 inch in diameter. £2 2s

The obverse of the medal shows in relief an eagle perched on the summit of a rock about to take flight, a balloon in the sky, and below the rising sun; whilst on the reverse is a German motto.

- [1646] IMMELMANN (Max). GERMAN MILITARY AIR-FIGHTER.

Bronze medal by Else Fürst.

It measures just over 3 inches. 1915. £5 5s

The obverse of the medal shows in relief the bust of Max Immelman; whilst the reverse shows in relief a youth, spears in hand, riding an eagle.

- [1647] ECKENER (Dr. Hugo). FLIGHT OF THE ZEPPELIN ZR. III. TO LAKE-HURST.

Silver medal struck in commemoration of the Flight.

It measures 1 inch in diameter. 1924. £1 1s

The obverse of the medal shows in relief the bust of Dr. Hugo Eckener; whilst the reverse shows in relief the ZR III cruising over the port of Friedrichshafen.

- [1648] SCHNEIDER CUP.

Silver gilt medal struck to record the Schneider Cup.

It measures 1 inch in diameter. 1927. 6s

On the obverse of the medal an air-nymph with wings embracing a water-nymph, with the inscription "Coppa Schneider XXV-IX-MCMXXVII." On the reverse a sea-plane; in the distance a building, and in the foreground a winged lion holding a book.

- [1649] LE BRIX (J.) and COSTES (D.).

Bronze medal struck in commemoration of the First Non-Stop Aerial Crossing of the South Atlantic, October 14, 1927. Signed Anie Mouroux.

It measures $2\frac{3}{4}$ inches in diameter. 1927. £1 5s

The obverse shows in relief the busts of Le Brix and Costes; whilst the reverse shows (Continued over)

LE BRIX (J.) and COSTES (D.).—*cont.*

part of the terrestrial globe with part of America, Europe and Africa indicating the route taken for the flight; whilst above the famous flying machine. Below the inscription "Première Traversée Aérienne de L'Atlantique Sud Sans Escale, le 14 octobre 1927." On the outer edge on the lower half of the reverse are the words "Tokio, Hanoi, Calcutta-Karatchi-Bassora-Alep-Athenes-Marseilles-Paris."

- [1650] LINDBERGH (Charles). FAMOUS AVIATOR. First solo-flight aviator to cross the Atlantic. New York to Paris.

Bronze medal struck to record his flight New York to Paris.

It measures $2\frac{3}{4}$ inches. 1927.

£1 1s

The obverse of the medal shows in relief the bust of Charles Lindbergh, with the inscription "C. Lindbergh, New York to Paris in $33\frac{1}{2}$ Hours May 20-21, 1927"; whilst on the reverse in relief is Charles Lindbergh's machine over the sea on which the sun is rising, below in relief a shell and either side wings spreading upwards. At top the words "New York to Paris."

- [1651] LINDBERGH (Charles).

Bronze medal struck to record his flight from New York to Paris.

It measures $2\frac{3}{4}$ inches in diameter. 1927.

£1 5s

The obverse of the medal shows in relief the bust of C. Lindbergh, with the inscription "Charles A. Lindbergh New York Paris Aetatis Suae XXV" engraved by G. P. Prudhomme. On the reverse appears engraved in relief a map of the Atlantic with the inscription "Alarvm Remigio Ivincta Primvm Oceani Littora. 1927."

- [1652] LINDBERG (Charles A.).

Bronze medal struck in commemoration of Lindberg's solo-flight from New York to Paris in thirty-three hours and thirty minutes. Signed E. Blin.

It measures $2\frac{3}{4}$ inches in diameter. 1927.

£1 1s

The obverse of the medal shows in relief the bust of Charles Lindberg; whilst the reverse shows in relief a hand holding a lighted torch, above, in the rays of the light, Lindbergh's machine. Below are inscribed the words "New York May 20 1927, Paris May 21 1927 in Thirty Three Hours Thirty Minutes."

- [1653] HUNEFELD (Frh. von) and KOHL (Dr. H. C. Hermann). FAMOUS AVIATORS. First East to West Flight of the Atlantic.

Silver medal struck to record their flight from East to West in the Bremen. The medal is signed by K. Goetz.

It measures $1\frac{1}{2}$ inches in diameter. 1928.

£1 5s

Issued in commemoration of the first East to West Flight from Europe to America. The obverse of the medal shows the busts of the two airmen in relief, with the inscription "Frh. V.Hvnefeld-Dr. h.c. Hermann Kohl. HPTM." Below "Erster-Ost-West-Flug"; whilst on the reverse appears the Bremen over the sea, two sea-nymphs blowing horns of plenty; also the inscription "Ozean-Flug Der Bremen," below Europa America 1928.

- [1654] ——— The same medal in bronze.

18s.

- [1655] ——— Another size, measuring $2\frac{1}{2}$ inches in diameter. 1928. £5 5s

[1656] SPITZBERGEN EXPEDITION.

Swedish bronze medal struck in commemoration of the Spitzbergen Expedition.

It measures about 2 inches. 1928. 15s

The obverse shows in relief a vulture on a rock by the sea and coming towards it a plane; whilst the reverse shows in relief the plane about to land.

[1657] ZEPPELIN FLIGHT TO AMERICA.

Silver medal struck in commemoration of the journey to and return from America of Zeppelin LZ 127 in 1928.

It measures about 1 inch in diameter. 1928. 15s

The obverse of the medal shows in relief two hands clasped across the sea; whilst on the reverse in relief appear two Zeppelins one across the other above a rough sea.

[1658] FLIGHTS OF THE GRAF ZEPPELIN L-Z-127.

Bronze medal struck in commemoration of the Flights made by the Graf Zeppelin L-Z-127 in 1928.

It measures 2½ inches in diameter. 1928. 15s

The obverse of the medal shows in relief the figure of a man looking upwards holding a propeller in each hand; in the background a Zeppelin; whilst on the reverse, inset in the medal, is the bust of Graf Zeppelin.

[1659] FLIGHT OF THE GRAF ZEPPELIN L-Z-127.

Bronze square medal struck in commemoration of the Flight of Zeppelin L-Z-127 from Friedrichshafen to America and back in October, 1928. Signed C. Stock.

It measures 3½ x 2½ inches. 1928. £2 5s

The obverse of the medal shows in relief the Zeppelin going into the clouds; above and below the airship two human figures; whilst on the reverse are verses from Goethe's Faust.

[1660] ZEPPELIN (Graf).

Bronze medal struck in honour of the Christening of Zeppelin L-Z-127 on the 90th birthday of Graf Zeppelin, 8th July, 1928.

It measures 1½ inches in diameter. 1928. 10s 6d

The obverse of the medal shows in relief the bust of Graf Zeppelin, with the following inscription surrounding it: "Taufe des Z 127 Am 90 Geburtstag 1928"; whilst on the reverse in relief two children are seen playing with two balloons, in the distance a Zeppelin, also Count Zeppelin's coat of arms above the Zepp. At the top the words "Gluck Ad Graf Zeppelin."

[1660a] ——— Another strike 2½ inches in diameter. £1 5s

[1661] DÖRR (Dr. Ing. Ludwig) and ECKENER (Dr. Hugo).

Bronze medal struck in commemoration of the flight of Zeppelin L-Z-127.

It measures 2½ inches in diameter. Stuttgart, 1928. 15s

The obverse of the medal shows in relief the busts of Dürr and Eckener; whilst the reverse shows in relief the Zeppelin LZ 127, and below three lines of a German motto.

[1662] ECKENER (Dr. Hugo).

Silver medal struck in commemoration of the Eastern Flight of Zeppelin L-Z-127 in March, 1929, by K. Goetz.

It measures $1\frac{1}{2}$ inches in diameter. 1929. 16s

On the obverse of the medal in relief is the bust of Dr. Hugo Eckener, the Commander of the Zeppelin; whilst on the reverse in relief appears the Pyramids, in the background above which rises the sun and flying above, the Zeppelin L-Z. 127; in the foreground the Sphinx.

[1663] ECKENER (Dr. Hugo).

Silver medal struck in commemoration of the World Flight from Friedrichshafen to Tokio, Los Angeles, Lakehurst and back under command of Dr. Hugo Eckener.

It measures $2\frac{1}{2}$ inches in diameter. 1929. £2 2s

The obverse of the medal shows in relief the bust of Dr. Hugo Eckener; whilst on the reverse in relief appears the globe, the Zeppelin flying across it at the top, and below an eagle flying looking up at the Zeppelin; the inscription around reads, "Friedrichshafen Tokio, Los Angeles, Lakehurst."

[1664] ——— The same medal in bronze. 12s 6d

[1665] ——— Another strike, $2\frac{1}{2}$ inches in diameter. £1 1s

[1666] WORLD FLIGHT OF "L. Z. 127."

Silver medal struck in commemoration of the World Flight of "L. Z. 127" in August 1929, under the command of Dr. Hugo Eckener.

It measures 2 inches in diameter. 1929. £1 6s

The obverse of the medal shows the bust of Dr. Hugo Eckener inset in the centre, surrounding this is the inscription "Z. ER. A.D. WELTFÄHRT D.L.Z. 127. 33 737 Km. 287 Std. 36. Aug. 1929"; whilst the reverse of the medal shows in the centre in relief a map of the Flight and the following inscription surrounding this, "Friedrichshafen-Tokio-Los Angeles-Lakehurst."

[1667] ——— The same medal in bronze. £1 3s

[1668] GRAF ZEPPELIN WORLD FLIGHT.

White and gilt porcelain medal made in commemoration of the "Round the World Flight" by the Graf Zeppelin in 1929.

It measures about 2 inches in diameter. 1929. 10s 6d

The obverse of the medal shows in relief the Zeppelin flying East to West; whilst on the reverse the Zeppelin is shown in relief flying across America to Europe, or East to West. The inscription around reads thus, "Tokio, Los Angeles, Lakehurst, Friedrichshafen."

[1669] ——— Another issue in gilt and bronze. 18s

[1670] ——— Another issue in gilt and bronze. 10s 6d

[1671] ZEPPELIN (Graf).

Silver coin struck to record the world-flight of the Graf Zeppelin.

It measures $1\frac{1}{2}$ inches in diameter. Milled edge. 1929. £1 1s

The obverse of the medal shows the German eagle with inscription over, "Deutsches Reich 1930 5 Reichsmark"; on the reverse appears the Graf Zeppelin flying across the globe, surrounding this the inscription "Graf Zeppelin Weltflug 1929."

[1672] DORNIER (Dr. C.). CONSTRUCTOR OF THE "Dox."

Silver medal struck in commemoration of the construction of the famous "Dox." Signed by K. Goetz.

It measures $1\frac{1}{2}$ inches in diameter. 1929. 16s

The obverse of the medal shows in relief the bust of Dr. C. Dornier; whilst the reverse of the medal shows the famous "Dox" in relief amidst the clouds. Above the inscription reads, "Triumph Deutscher Technik," and below, "Start des Dox mit 169 Mann," trans. "The Start of the Dox with 169 passengers."

[1673] ——— The same in bronze. 12s 6d

[1674] ——— Another issue. Silver medal, $2\frac{1}{2}$ inches in diameter. £3 3s

[1675] NATIONAL AIR RACE, CHICAGO. TENTH ANNIVERSARY.

Bronze medal struck in commemoration of the Tenth Anniversary of the National Air Races of Chicago.

It measures $2\frac{1}{2}$ inches in diameter. 1930. £1 1s

The obverse of the medal shows in relief two airmen in flight and part of an airship; whilst the reverse bears in relief the head and shoulders of an airman crowned with laurel, with the inscription below, "The Olympiad of the Air."

[1676] FASCIST AVIATION MEDAL "Ali Alla Patria."

Silver Fascist Aviation medal.

It measures about 1 inch. 16s

The obverse shows in relief the bust of Mussolini, with below the word "Avi," surrounding the bust is the inscription "Ali Alla Patria"; whilst on the reverse in relief appears an eagle with outspread wings standing on a globe, and beneath five aeroplanes in flight.

[1677] DOX.

Bronze medal struck in commemoration of the Europe-South American Flight by the Dox.

It measures $1\frac{1}{2}$ inches in diameter. 1931. 10s 6d

The obverse shows the figure of a man with uplifted arms standing on the top of the Northern Hemisphere, an eagle at each side of him attacking him; whilst the reverse shows in relief the Dox flying over the sea, with the inscription "Unter Kapitän Christiansen 1931."

[1678] PICARD (Professor A.) and KIPFER (Dr. P.). FIRST PENETRATORS OF THE STRATOSPHERE.

Bronze medal struck to record their ascent. Signed K. Goetz.

It measures $1\frac{1}{2}$ inches in diameter. 1931. 18s

The obverse of the medal shows their busts in relief with the surrounding inscription, "Professor A. Picard—Dr. P. Kipfer"; whilst on the reverse is seen the balloon over the town of Augsburg, with the following inscription, "Stratosphärenflug-mit-Riedinger Freiballon 15781 M. 27. V. 1931"; below, "Start Augsburg."

[1679] ROYAL SWEDISH AERO CLUB.

Bronze medal. Signed Coal Milles.

It measures 2 inches in diameter. 1931. £1 1s

The obverse of the medal shows in relief the figure of a man as if falling through the air; whilst on the reverse in relief on the left side is a sprig of mistletoe.

[1680] BALBO (General).

Bronze medal struck in commemoration of Commander Balbo, who was in command of the Italian Atlantic Aerial Squadron.

It measures 3 inches. 1933. £5 15s

The obverse of the medal shows in relief the head of Commander Balbo, around which is the inscription "Balbo Comandante Della Squadra Aerea Atlantica"; whilst on the reverse in relief appears an eagle in flight across the ocean, around which are inscribed the words "L'Aquila d'Italia MCMXXXIII."

[1681] CROCIERA AEREA DEL DECENNAIE.

Silver medal struck in commemoration of the Italian Aerial Armada under the Command of Balbo. Signed R. Morbiducci.

It measures 2 inches in diameter. 1933. £3 3s

The obverse of the medal shows in relief a human head, around which appears the inscription "Crociera Aerea del Decennaie," and below "Roma-Chicago-New York-Roma"; whilst on the reverse in relief a half-circle of aeroplanes, at top a polar bear, and the following inscription in the centre, "Redit Italia Per Aethera Mvssolini Dyce Balbo Dvctore."

[1682] ——— The medal in bronze. 1933. £1 5s

[1683] ENGLAND-MELBOURNE AIR RACE.

Silver medal struck in commemoration of the England-Melbourne Air Race from London to Melbourne.

It measures 2 inches in diameter. 1934. £2 5s

The obverse shows in relief a map of the Old World and an aeroplane flying across it, with the following surrounding inscription, "Koninklijke Luchtvaart Maatschappij," and below the aeroplane "Uiver 3d. 18u. 17m. London-Melbourne 1934"; whilst the reverse shows in relief a palm-leaf standing upright tied to the stem with a bow, and the following surrounding inscription, "Hulde Aan de Kranige Luchtvaarders."

[1684] ——— The same medal in bronze. 1934. £1 2s 6d

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